

**NABOB BRAND COFFEE**  
STEEL CUT VACUUM PACKED.  
A blend of the highest grade  
Coffee grown—specially  
selected for cup quality.  
\$1 per 1 lb. tin  
AT  
LANE CRAWFORD'S.

# The China Mail.

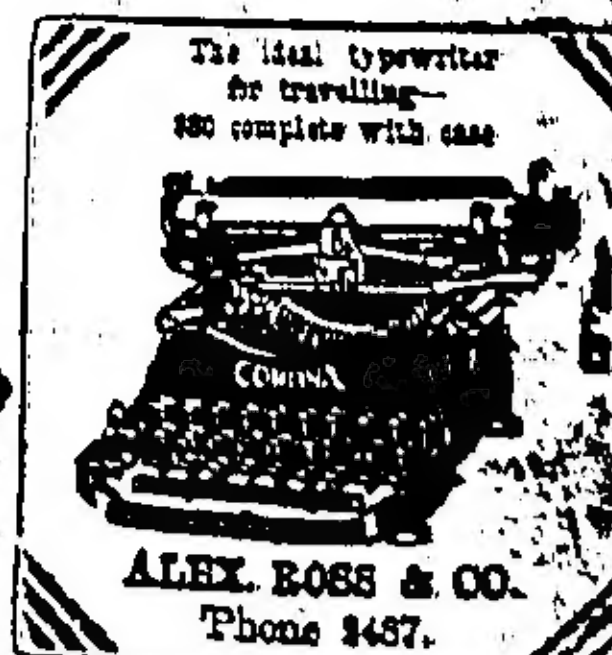
ESTABLISHED 1845

August 23, 1919, Temperature 79.

Rainfall 0.01 in.

Humidity 93.

August 23, 1918, Temperature 79



No. 17,549.

號三廿月八年九十壹百九千壹英

HONGKONG, SATURDAY, AUGUST 23, 1919.

日八廿月七未己亥歲年八國民華中

PRICE \$3.00 Per Month

## BUSINESS NOTICES

### W. S. BAILEY & CO., LTD.

ENGINEERS and SHIPBUILDERS.

KOWLOON BAY.

Steam and Motor Vessels.  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.

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SOLE DISTRIBUTORS FOR THE FAMOUS

CHANDLER  
HUMPHREY  
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(REGISTERED)

A Refreshing, Invigorating and Palatable drink, particularly  
suited for Tennis, Shooting and Bathing Parties.

Pints \$1.25 Per Dozen.  
Splits 75 Cts. " "

### A. S. WATSON & CO., LTD.,

AERATED WATER MANUFACTURERS.

Telephone No. 436.

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JUST ARRIVED

GENTLEMEN'S

## RAIN COATS

GUARANTEED WATERPROOF

PRICES \$8.00 \$15.00 \$25.00 \$30.00 Each.

## WATERPROOF BOOTS

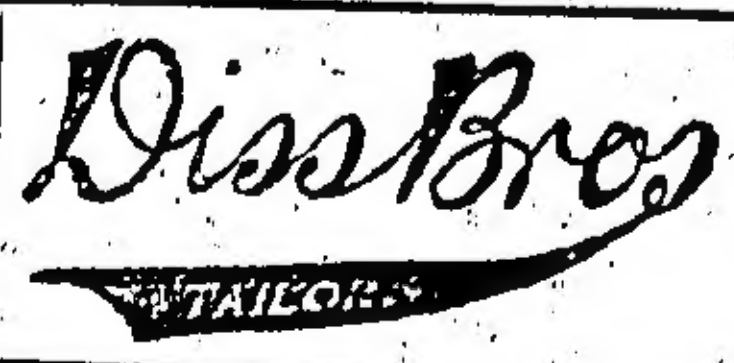
Special \$15.00 a pair.

### YEE SANG FAT CO.

Corner of Queen's Road & D'Aguilar Street.

TEL. 1355.

TAILORS



TAILORS

ALEXANDRA BUILDING, HONGKONG. TEL. No. 2243.

## DONNELLY & WHYTE.

WINE MERCHANTS.

TEL. No. 604.

## EARLIER TELEGRAM.

(Reuter's Service to the China Mail.)

A FAKE APPEAL.

INTERNAL EVIDENCE NOT  
RUSSIAN AUTHORSHIP.

SOMETHING LIKE DR. JAMESON'S  
TELEGRAM.

ARCHANGEL, August 20th.  
Another pitiful appeal has been directed  
by the representatives of the entire  
population of Northern Russia to the  
Allied Democracies, not to leave them to  
the mercy of the Bolsheviks.  
The appeal says:—"When your troops  
arrived with words of encouragement, we  
believed you. We believed the work began  
would be carried on, and that you were  
our moral support, but we were mistaken.  
You are recalling your men, half of  
whom are Volunteers who came to our  
assistance in the name of humanity. And  
to think that your Volunteers could save  
us from massacre, starvation, and ruin.  
Representatives of democracy appeal to  
you to think what your action entails.  
We appeal to your feelings of human  
justice to us. For the sake of humanity  
human life you must leave your forces  
here, so that in the last hour of our trial  
you may in humanity save those of us  
who are still alive. We ask you to hear  
this cry of despair and pain."

## CHINESE TELEGRAMS

[Translated for the China Mail  
from the Wah Tsi Yat Po.]

THE NORTH DELEGATES  
COMING.

SHANGHAI, Aug. 22.  
The newly-appointed peace dele-  
gates of the North have decided to  
proceed to Shanghai within a week's  
time.

THE ALLIES WON'T HELP  
CHINA.

The Chinese Minister at Paris tele-  
graphs to the Cabinet that the altera-  
tions of the five clauses concerning  
China in the Austrian Peace Treaty  
are all against China. The Allies  
give no help in the matter. He asks  
the Government for instructions as  
to how he should act.

THE AMERICAN MINISTER AND  
HIS SUCCESSOR.

Dr. Reisch, the American Minis-  
ter at Peking, who is going to leave  
for home has had an interview with  
Chun Link, the Acting Minister of  
Foreign Affairs, to discuss the ques-  
tions of the League of Nations, etc.  
The American Minister expressed the  
opinion that the present American  
attitude towards China will not be  
affected by his departure.

THE CHINESE MINISTER TO  
JAPAN.

Lau Yan Kang telegraphed declin-  
ing to accept the post as Minister to  
Japan. The question as to who  
should fill the gap is still undecided.

HONGKONG CHAMBER OF  
COMMERCE

The market report dated August 22  
has these:  
Cotton Piece Goods and Fancy  
Cotton Goods.—The continued ad-  
vance in exchange has restricted  
operations during the interval.  
Nevertheless sales of Staples and  
Fancy Goods have been effected on a  
fair scale.  
Cotton Yarn.—Owing to a heavy  
decline in the price of cotton, dealers  
have curtailed their operations to a  
few hundred bales which were done  
at declining rates. Higher counts  
maintained their position, but at the  
close prices are weak all round.  
Quotations are:—No. 10s at \$22 1/2;  
25s, No. 12s at \$25 1/2; 25s, No. 16s  
at \$28 1/2; 30s, No. 20s at \$31 1/2.  
Arrivals, 4,500 bales. Sales 500  
bales. Bargains 22,000 bales.

Woolens.—Market firm but busi-  
ness very small. Some sales of black  
worsted stockings are reported.  
Raw Cottons.—Indian staples have  
declined heavily while Chinese quali-  
ties are somewhat easier. Nominal  
quotations for Indian are \$41/35 and  
Chinese \$40/30 per piece.  
Metals.—Business dull.  
Flour Market Report.—Stocks:—  
About 200,000 sacks. Quotations:—  
American Patent \$3.95 per sack,  
American Cut off, American Straight,  
Japanese 2nd Patent (old stock),  
Japanese 3rd Patent, Japanese  
Straight, Shanghai Flour 2nd \$3.20  
per sack, Shanghai Flour 3rd, Aus-  
tralian No. 1 \$3.40 per sack, Aus-  
tralian No. 2 \$3.15 per sack, Aus-  
tralian No. 3.

## THE TROUBLE WITH MEXICO.

IT IS WORSE THAN BANDITS.  
ROTTEN CRAFT PERMEATES  
OFFICIAL LIFE.

President Carranza does not steal.  
He probably would prevent stealing  
if he could. Should, however, he  
make any serious attempt to do so  
he knows that he would promptly  
cease to be President. Official life  
in Mexico is permeated with graft,  
from which respectable Mexicans  
suffer far more than we. They are  
in deadly fear of the bandits which  
infest many parts of the country and  
which any honest and resolute Mexi-  
can government could wipe off the  
earth in a very short time.

The Carranzistas are about as bad  
as the Villistas. They are all of the  
same piece and individuals seem to  
freely interchange between them as  
one or the other seems to offer the  
best prospects for loot. The incident  
at Tampico, supposed to be in com-  
plete control of the Carranzistas,  
where a host of American sailors  
were held up and robbed, was never  
work them usual and our State De-  
partment wants an "explanation"  
right away. Doubtless an explana-  
tion will be forthcoming. Explana-  
tions are one of Carranza's strong  
points.

The fact is that all Mexicans have  
utter contempt for Americans and  
especially for the wobbly American  
Government. It emits great volumes  
of talk and nothing comes of it. It  
will be noted that British residents  
in Mexico are seldom molested. That  
is because the British Government  
tells little and acts promptly. The  
Germans, of course, are the specially  
favoured ones, but the British are  
respected. We are not. There will  
be abundant diplomatic "representa-  
tions" about the Tampico incident and  
nothing else.

We want no Mexican territory in  
the sense that we shall exercise any  
kind of pressure to get it. "If the  
Mexican people wish or are willing  
to get rid of their verminiform appen-  
dix, which we call Lower California,  
we will pay them a good deal more  
than it is worth. If they decline to  
sell, that will settle it. The penin-  
sula is practically independent and  
we get on nicely with its Governor.

But while we fully recognize the  
right of the Mexican people to self-  
determine, even to the extent of graft  
and banditry, if they like those in-  
stitutions, we demand that Mexicans  
let us alone, comply with their  
treaties and respect and protect  
Americans lawfully in Mexico and  
their property lawfully acquired.  
What the American Government will  
do nobody knows. Probably nothing,  
as usual.

Official graft in Mexico is easy and  
continuous. A favourite method is  
to allege some minor infraction of  
Mexican law, hale the victim before  
the local official, make it apparent  
that there is intention to convict,  
and intimate that the "offence"  
will be overlooked if an adequate sum  
is promptly paid into an alleged  
"treasury." It is all done in the  
open. The victims come through.  
They know they need expect no help  
from Washington.—San Francisco  
Chronicle.

## HONGKONG THEATRE.

During the week the rest of the  
episodes of "The Moon Child" will  
not be screened owing to the late  
arrival of steamers. From to-day,  
at 9.15 p.m., the magnificent perma-  
nent feature "The Explorer," in  
five parts, will be screened up to the  
26th inst. This exceptional grand  
picture represents the lives of the  
exploration party and the romantic  
qualities which have won great fame.  
This romance is the work of the  
famous English dramatist, William  
Somerset Maugham, greedily appre-  
ciated throughout Europe and  
America; therefore we should not  
miss it. During the 7.15 p.m. per-  
formances the 13th, 14th and 15th  
episodes of the "Bull's Eye" will  
be shown. New comedies and special  
comedies will be given at intervals.

## SHANGHAI COUNCIL'S OFFER.

An innovation is announced in a  
letter from Mr. Edward White, Act-  
ing Chairman of the Council, to Mr.  
Chu Lai-long, namely that the Fin-  
ance Committee will henceforward  
be prepared to co-operate with a repre-  
sentative Chinese committee in mat-  
ters of taxation.

## THE TEMPERATURE OF CHINA COAST PORTS.

It is a commonly accepted belief  
that the temperature of the ports on  
the Indian coast are much higher  
than those of China and it comes  
somewhat as a surprise to find that,  
during the two hottest months of the  
year on both coasts, July and August,  
the temperatures shown at ports of  
the China coast are considerably  
higher than those of India.  
This is the more remarkable  
in view of the fact that Hong-  
kong is in practically the same  
latitude as Calcutta while Swatow,  
Fuchow, Shanghai and Tientsin lie  
to the North, whereas Chittagong,  
Rangoon, Cochin and Colombo are  
South of Calcutta. Taking Calcutta  
and Hongkong as the two bases, it is  
seen, therefore, that the line of tem-  
peratures on the China coast run  
North while those on the Indian  
coast run South.

It is possible that, at one port, the  
maximum, though higher than at  
another port, was only maintained  
for a brief period, while the second  
port, though showing a lower  
maximum temperature, might have  
been actually hotter as regards  
personal discomfort owing to the  
temperature remaining nearer the  
maximum for a longer time. Thus,  
one port may show a maximum tem-  
perature of 98° at, say, 3 p.m. while  
the temperature at 9 p.m. and 7 p.m.  
is only 84° whereas another with a  
maximum temperature of 94° may  
have a morning and evening tem-  
perature of 90°.

Comparisons are further vitiated  
by the absence of data of humidity  
which, almost as much as tempera-  
ture, affects personal discomfort.  
This, however, depending as it does  
on temperature combined with  
humidity, is not capable of being  
used for comparisons since a place  
may have a temperature of 98° and  
a degree of saturation of 90 per cent,  
whereas another may have a tem-  
perature of 90° and 96 per cent of  
saturation. It is difficult to decide  
which of these two would be the  
worse from the point of view of  
personal discomfort.

As means of comparison, therefore,  
it is possible to take only one stand-  
ard and in this case—the average  
highest temperature reached by each  
port over a large number of years  
has been adopted.

It is seen that the highest tempera-  
ture of all the ports dealt with,  
Indian or Chinese, is found at  
Shanghai on July 31, while Fuchow,  
from July 11 to August 20, runs it a  
close second. Both these places, it  
will be observed, are situated on  
rivers some distance from the sea.  
Hongkong, though 9° further south  
than Shanghai, does not attain nearly  
the same height of temperature the  
maximum being 7° lower. Swatow  
comes next then Fuchow, Tientsin  
below that and Hanoi next.

It is worthy of remark that the  
difference of temperature between all  
ports of the China coast during  
midsummer, from Hongkong in the  
extreme south to Tientsin in the  
north, is very small and that many  
of the northern ports are actually  
hotter than others nearer the  
Equator. This lends force to the  
contention that all ports on the  
coast are equally hot in the height  
of summer, the only difference being  
in the duration of the hot spell, this  
decreasing rapidly with increase of  
latitude.

It is also noticeable that the whole  
group of Indian ports show lower  
maximum temperatures than those  
of China, the curve showing smaller  
variations, proving the climate to be  
more equable. Of all, Chittagong  
and Colombo appear the best, the  
maximum temperature varying only  
about two degrees during the three  
months dealt with, while those of  
China coast ports, and particularly  
Shanghai and Hongkong, rise and  
fall in more violent fluctuations.

## A CRICKET STORY.

The Oxford and Cambridge cricket  
match dates from 1827, but Bishop  
Charles Wordsworth, to whose  
initiative this annual fixture was  
mainly due, could not remember the  
exact day on which the first match  
was played. He was sure the date  
must have been during Oxford term-  
time, because he had to obtain  
permission from the Dean of Christ  
Church to go to London. His  
conscience, he confessed, when he  
became Bishop of St. Andrews, some-  
times smote him when he remembered  
how he got that permission. He  
could not give the real reason—  
"That would not have been listened  
to,"—so he told the Dean that he  
wanted to "consult a dentist." This  
"piece of Jesuitry" was well under-  
stood on both sides, and adds Bishop  
Wordsworth, "Longley, my tutor,  
the future Primate, was privy to it."  
So here we are confronted with the  
ethical problem—as old as Plato—  
whether it is ever right to tell a lie  
for a just cause. In this case a  
future bishop and archbishop both  
gave an affirmative decision, and  
considered the present cricket match  
"a just cause."

## BUSINESS NOTICES

### J. T. SHAW.

TAILOR, HABITMAKER  
AND  
OUTFITTER.

21, HONGKONG HOTEL BUILDING,  
HONGKONG.

WE HAVE THE LATEST ENGLISH & AMERICAN  
PERIODICALS  
ALSO  
NEW NOVELS  
AND  
BUSINESS BOOKS,  
ETC., ETC.

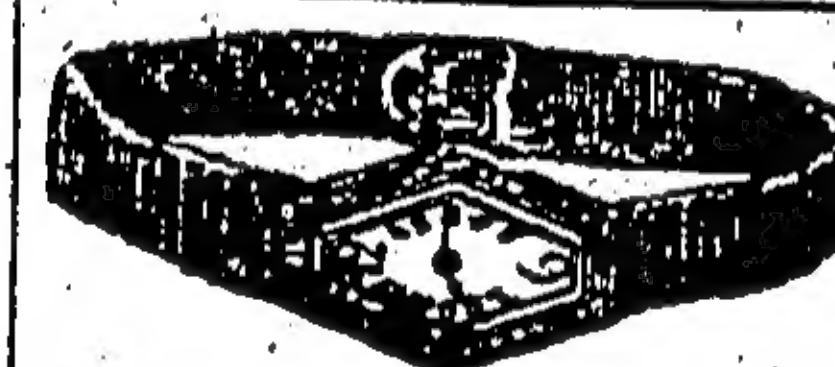
BREWER & CO.  
TEL. 696. 23, QUEEN'S ROAD CENTRAL.

## A SPEEDY & SURE CURE FOR PRICKLY HEAT.

Our PRICKLY HEAT LOTION, prepared according to the formula of one of  
the present day Professors of Tropical Medicine.

Instantly Allays Irritation and Cures after a few applications.

THE PHARMACY, 22, Queen's Road Central.  
Tel. 345.



## WRIST WATCHES

QUALITY—VARIETY—PERFECTION.

J. ULLMANN & CO.,  
QUEEN'S ROAD CENTRAL (CORNER FLOWER STREET).

## THE SINCERE CO.

DON'T BELIEVE US.

COME LOOK SEE.

To Reduce our War Stocks,  
We Reduce Prices.

AUGUST 19 : SEPTEMBER 8.

## REDUCTION SALE.

"We ordered and ordered during War, to make sure of having  
enough for our Customers.

"Stuff keeps coming and coming during Peace, so that we have  
too much.

"So its GOING, GOING, GOING at Give-away Prices

AUGUST 19 to SEPTEMBER 8.

## THE HANDLEY PAGE MULTIPLE ENGINED BIPLANES HANDLEY PAGE LTD.

Cricklewood, London, N. W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong.



**G. P. LAMMERT.**AUCTIONEER, APPRAISER  
AND SURVEYOR.  
**Public Auctions.**

THE Undersigned has received instructions to sell by Public Auction,

on

MONDAY August 25, 1919,

commencing at 11 a.m.

at Hoi's Wharf, Kowloon,

A Quantity of Scotch

**STEEL PLATES.**

3 pieces 6' x 20' x 9/16"

3 do 6' x 20' x 1/2"

4 do 6' x 20' x 3/8"

35 do 6' x 20' x 5/16"

10 do 6' x 20' x 9/32"

On view from Sunday, the 24th.

inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer,

Hongkong, August 21, 1919.

on

TUESDAY, August 26, 1919,

commencing at 11 a.m.

at his Sales Rooms, Duddell Street

A Quantity of

**TENNIS BALLS.**

(New).

Comprising:—

Ayres 1919 Championship,

Riseley 1919.

Also

35 dozen Miller &amp; Taylor "M &amp; T"

(Holt Balls, New).

Terms: Cash on delivery.

GEO. P. LAMMERT,

Auctioneer,

Hongkong, August 21, 1919.

on

TUESDAY, August 26, 1919,

commencing at 11 a.m.

at his Sales Rooms, Duddell Street.

**FIVE TYPEWRITERS.**

(Brand new rebuilt).

comprising:—

One Oliver No. 5,

One Monarch No. 3—

(22 in. carriage),

One Remington No. 10,

One Remington No. 7,

One Royal No. 5.

Terms:—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer,

Hongkong, August 21, 1919.

**INTIMATIONS.**

G. R.

IN THE MATTER of the  
Trading, with the Enemy  
Ordinance, 1914 to 1919.

THE Custodian of Enemy Property, Hongkong, has for sale by Private Tender the following number of shares in the undertaking of the Hongkong and Whampoa Dock Company Limited, namely, 290 (Two hundred and ninety) Ordinary shares in respect of the capital of the said Company as existing prior to its increase in 1915 and 57 (Fifty seven) Ordinary shares (being the rights in respect of the said 290 shares) in respect of the capital of the said Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September, 1919.

Particulars, Forms of Tender and Conditions may be obtained from the Custodian of Enemy Property, Hongkong, at the Treasury, Hongkong, or from Messrs. Deacon, Lockyer, Deacon and Harston, Solicitors, 1 Des Voeux Road Central, Hongkong.

By Order,

C. McI. MESSER,

Custodian of Enemy Property,

Hongkong,

Hongkong, August 15, 1919.

G. R.

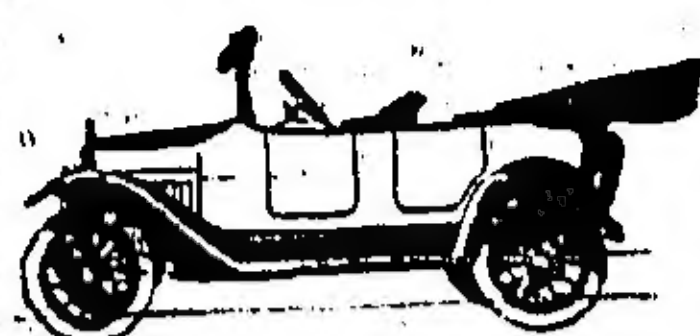
**NOTICE.**

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the PASS OFFICE, Post Office Building between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

W. E. D. O. WOLFE,  
Officer Superintendent of Police.

**INTIMATIONS.****METEOR GARAGE**Sole distributors of  
**MAXWELL CARS.**Automobiles for Hire  
and for Sale  
at reasonable Prices.

Phone 2500.

65 Des Voeux Road  
Central.

理代客嬰養  
The Natural Milk Food for Infants,  
Invalids and Nursing Mothers.  
We have just received a large consignment.

**粉奶牛洲澳**

SHIU FUNG TAI & CO.,  
Agents for Hongkong and South China.  
Nos. 41 & 43, Connaught Road Central, Hongkong.  
Telephone Nos. 1216 & 2230.

**DAIRY FARM NEWS.****KIPPERS! KIPPERS!**

JUST RECEIVED

A New Shipment direct from  
Scotland.

65 cents per lb.

**FOR SALE**

UNUSED

**POSTAGE STAMPS**

IN

**COMMEMORATION**

OF

**PEACE**

at 50 cents per set of

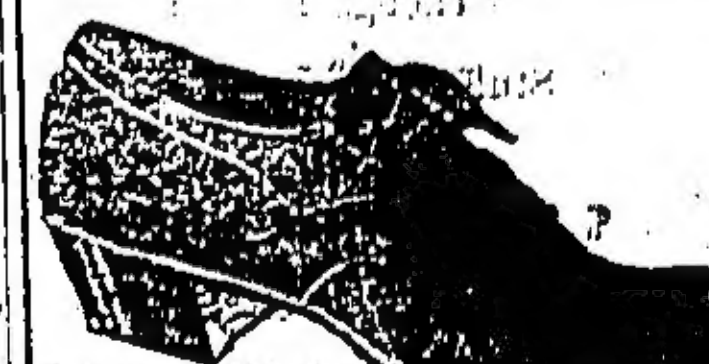
4 Stamps.

**GRACA & CO.,**No. 10, Wyndham Street,  
P. O. Box 620, Hongkong.**JAPANESE MAKERS.**

Every kind of Footwear

**MADE**

TO

**ORDER****CHERRY & CO.,**

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

**MACGREGOR'S****V.O.S.**

(PARLIAMENT BLEND)

**FINEST LIQUEUR****SCOTCH WHISKY.****EXTRA SPECIAL****FINEST LIQUEUR****WHISKY.****CALDBECK, MACGREGOR**

&amp; CO.,

15, QUEEN'S ROAD CENTRAL,

HONGKONG.

**W. D. & H. O. WILLS' HIGH GRADE****“Embassy”**

NO. 77

**CIGARETTES.****ON SALE AT ALL STORES.**

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

**SLOUGH WASTE.****COMMITTEE'S FINDINGS.**

The full report was published recently of the Joint Committee of Peers and M.P.s on the Slough motor depot. The following revelations are notable.

The principal delay in starting the scheme was between August 2, 1917, and February 12, 1918, during which period the whole matter remained within the four walls of the War Office.

It is clear that the delay was responsible for two very serious consequences. It was the cause of the failure of the scheme as a war measure, the urgency of which has been fully revealed in evidence. The delay was also the cause of the waste of large sums of public money.

Thousands of vehicles were left to rot at Kempton Park and other places waiting for the repair shop which never came into being. Had it been possible to deal with these vehicles promptly, the cost of repair would have been minimised and the expenditure upon new vehicles reduced.

There appears to be no good reason why the procedure in the War Office should not have been expedited. The Committee are satisfied that the delays are mainly responsible for the lamentable waste of public money and for the failure to have the works available during the war.

**WHO LOST THE FILES?**

The Committee have not been supplied with War Office files carrying the history beyond the summer of 1917. It is stated that these files cannot be found. It has therefore been impossible to follow up the responsibility for delay in that department.

After the armistice the argument of Lord Inverforth (Mr. Andrew Weir) was that the depot was now to be constructed because "the repair shops would be a paying proposition from a financial point of view, even after making liberal allowance for writing down the capital expenditure involved." But he considered that the scheme was not a chance of success unless it was carried out upon the ordinary commercial lines and subject to the degree of pressure usual in competitive business.

**THE MCALPINE CONTRACT.**

As to the contract, Lord Inverforth appears to have decided at once that Sir Robert McAlpine was "the best man for the job." The arrangement was made before any other contractor had seen the site. It would have been desirable that the usual practice of public departments should have been adhered to, and that the claims of competitive contractors should have been more closely examined. The Committee, however, see no reason to criticise the terms of the contract.

condition being implied, or else perseverance with the scheme. In the opinion of the Committee there was a third choice, which was apparently not considered by the War Office. It appears almost certain that a purchaser could have been found for the works in their embryonic state.

Lord Inverforth stated that an offer to purchase "at a cost plus a profit" has been received by the Government. There is every reason to suppose that as such an offer has been made when the works are far advanced one would also have been forthcoming at the early stage, when the works were more easily adaptable to any specific requirements. It is the view of this Committee that the question of sale or continuance should have at any rate been considered by War Office when hostilities ceased.

The Committee are satisfied that the attractive estimates of large profits presented to Parliament by Lord Inverforth and supported in evidence to this Committee were too readily accepted by him, and without sufficient independent examination.

**GIVE A MAN A FREE HAND.**

At present it is too late to turn back. The result is that the nation is in possession of an elaborate and costly factory, partially completed. It carries with it a commercial undertaking of which the financial aspects have, in the opinion of the Committee, been insufficiently considered. And this undertaking is based upon a calculation of profit which was presented to the Committee as its justification, but which, in fact, is unlikely to be realised.

"The figures will not be obtained unless the Slough Repair Shop is run on commercial lines and free from the special administrative charges usually incidental to the supervision of a Government Department. The general manager will require a very free hand and a large salary if a competent man for pushing on output and keeping down costs is to be obtained, and he and at least two other of the heads should be in some way remunerated by commission, however alien this practice may be to Government Departments. They feel very strongly that the scheme has no chance of success unless it is carried out upon the ordinary commercial lines and subject to the degree of pressure usual in competitive business."

As to the contract, Lord Inverforth appears to have decided at once that Sir Robert McAlpine was "the best man for the job." The arrangement was made before any other contractor had seen the site. It would have been desirable that the usual practice of public departments should have been adhered to, and that the claims of competitive contractors should have been more closely examined. The Committee, however, see no reason to criticise the terms of the contract.

**LORD INVERFORTH'S WAY.**

Finally Lord Inverforth's part is thus described:—Having become a "branch manager" in a Government Department, he foresaw at the outset a use for the Slough Depot, which he was prepared to justify when he succeeded to the control of each of the successive services for which his mind had conceived it.

When the first sod was turned, he was responsible, as Surveyor-General of Supply, for the needs of the Army, and he pressed the scheme forward for war purposes. The Permanent Secretary to the War Office, Lord Derby, placed it on record that it was not within their province to provide for demobilisation.

When the armistice came about, he decided to continue the work, justifying this action by the anticipation that when he became Minister of Munitions he would carry out the policy of repair before sale. He did not intervene when his Mechanical Transport Board preferred their own views to those of the Select Committee on National Expenditure. When he became Minister of Supply to succeed the Minister of Munitions, that Minister will endorse the policy of a central depot for all Government-owned vehicles. But the Departments concerned have not yet been consulted.

**MAY JUSTIFY ITSELF.**

To sum up, the decision to continue the works after the armistice has not been justified. It is essential to repair a certain number of surplus vehicles before sale, and it would be economical to continue so long as the repairs are not executed at a loss. This must depend upon the market for new and second-hand vehicles. That work will occupy the Cippinham depot, probably at the outside three years. The Committee have been unable to accept Lord Inverforth's figures showing that the depot would pay or nearly pay for itself in that time. His anticipations of other uses have as yet taken no definite shape, yet the depot may prove to be a national necessity and asset, and his action in disregarding the ordinary departmental limitations may justify itself. At the end of two or three years the Government, as a whole should carefully re-examine the question.

**FOR A WEAK STOMACH.**

A general rule all you need to do is to adopt a diet suited to your age and occupation and to keep your bowels regular. When you feel that you have eaten too much and when constipated, take one of Chamberlain's Tablets for sale by All Chemists and Storekeepers.

**NOTICES.****G. FALCONER & CO., LTD.****WATCHMAKERS & JEWELLERS.****Hotel Mansions.**

Agents for:—**ADMIRALTY CHARTS,**  
**ROSS'S BINOCULARS AND TELESCOPES,**  
**KELVIN'S NAUTICAL INSTRUMENTS,**  
**BENSON'S ENGLISH WATCHES,**  
**ENGLISH SILVERWARE,** direct from Manufacturers,  
High Class English Jewellery.

**MACARONI, PASTE STARS, EGG NOODLES,****VERMICELLI****AND ALL KINDS OF SOUP STUFFS.**

All our Pastes, the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

**THE HING WAH PASTE MANUFACTURING CO., LTD.**  
Head Office: Nos. 47 and 49, Connaught Road, Central, Hongkong; Tel. 1239 & 2230.  
Principal Factory: No. 71, North Soochow Road, Shanghai, China; Telephone 3338.  
Branch Factory: Wing King Street, Causeway Bay, Hongkong.  
Cable Address: "Hingwah."

**HOTELS AND CAFES.****THE HONGKONG HOTEL CO., LTD.**

Operating:—  
**THE HONGKONG HOTEL** ..... The leading Hotel in the Far East.  
**THE REPUBLIC BAY HOTEL** ..... The coming seaside resort of South China.  
(opening in the Summer of 1919)  
**THE HOTEL MANSIONS** ..... The headquarters of the Canadian Pacific Ocean Services, and the leading American business concerns.

The Hotel Company, having recently extended their cold storage plant and instituted motor transportation, are specialists in outside catering such as banquets, dances, picnics, etc., and are prepared to supply all necessary equipment, decorations, furnishings, and music.

Quotations may be obtained on application at the Hotel Main Office, or representative will call on communicating with

Telephone No. 483, Catering Department.

Telephone No. 1473, Manager. **J. H. TAGGART, Manager.**

**THE PEAK HOTEL.**

1,500 Feet above Sea Level.  
15 Minutes from Landing Stage.  
Under the Management of  
**MRS. BLAIR.**

**KING EDWARD HOTEL****CENTRAL LOCATION**

**ALL ELECTRIC TRAMS** Pass Entrance, Electric Lifts, Fans and Lighting  
A European Bath and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service.  
Telephone 373. Telegraphic Address: "VICTORIA."  
**J. WITCHELL, Manager.**

**PALACE HOTEL****KOWLOON.**

(Two minutes from Star Ferry)

Recently renovated and furnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to

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**J. H. OXBERRY, Proprietor.**

**CARLTON HOTEL.**

(THE ONLY AMERICAN HOTEL IN THE COLONY.)

**JOB HOUSE STREET.**

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 43 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Lunches meet Passenger Boats.

Telegraphic Address "CARLTON."  
**MRS. F. E. CAMERON.**

**THE ALEXANDRA CAFE****(OPEN TILL MIDNIGHT.)**

Noted for:—

**THE BEST TIFFINS AND DINNERS.****FILLET HADDUCKS.****ICES AND ICED DRINKS.****CAKES AND PASTRIES.**

Dinner and Picnic Parties catered for.

A European Cafe under European Supervision.

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**BLUE BIRD****ICE CREAM****PARLOUR****AND CONFECTIONERY**

**CHOCOLATES**  
Plain & Filled Vanilla Chocolate  
Home-Made Assorted Chocolate  
Hershey's Nestlé's and Borden's  
California "Star" Chocolates  
American Chocolate  
Imperial Cocoa  
Fruit & Nut  
Chambard's Breakfast Cocoa

**TANG YUK, DARTER,**

the late SIK YING,

14, D'ARVILLE STREET.

**TERMS VERY MODERATE**

Consultation free.

**FRENCH LESSONS****G. MOUSSE.**

15, MONTREUIL ROAD.



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AUCTIONEERS TO THE GOVERNMENT  
General Auctioneers  
Share, Coal and General  
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PROPRIETORS  
"To-Kwa-Wan" Coal Storage.  
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Telegraphic Address  
"HUGHES & HOUGH"  
HONGKONG.  
**PUBLIC AUCTIONS.**

THE Undersigned have received  
instructions to sell by Public  
Auction  
(For Account of the Concerned),  
on

**MONDAY,**  
August 25, 1919, at 2.30 p.m.,  
at The Army Service Corps  
"Boat Shed"

180 Bags Rice,  
35 Cases Ghee,  
42 " Canned Mince,  
23 " Dried Vegetables,  
And

Several lots of Garlic, Atlas, Parohed  
Rice, Parohed Gram, Ginger, Concentrated  
Soups,  
&c., &c.  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, August 22, 1919.

(FOR ACCOUNT OF THE CONCERNED),  
on

**TUESDAY,**  
August 26, 1919, commencing  
at 2.30 p.m., at their Sales Rooms,  
No. 8, Des Voeux Road, Corner of  
Ice House Street.

USEFUL HOUSEHOLD FURNI-  
TURE, A NUMBER OF CARPETS,  
GLASS AND PLATED WARE,  
&c., &c.

As follows:—  
Large Chesterfield Sofa, Arm-chain  
(new), Folding Card and Occasional  
Tables, One Upholstered Suite, Stained  
Teakwood Bedroom Furniture, com-  
prising Teakwood Twin Bedsteads,  
large and small Wardrobes, Dressing  
Tables, Washstands, &c., (fumed  
Teakwood), Slideboards, Dinner  
Waggon, Extension Dining Tables and  
Chairs, &c., Dinner Services, Crockery,  
and Glass Ware, Cooking Stoves,  
Cutlery, &c. Bath Room Utensils,  
Electric-Plated Ware,  
Electric Reading Lamps, Teakwood  
Screens, a quantity of Blackwood  
Furniture, Blackwood Fire Screens, &c.,  
Side Tables, Chairs, Cabinets, Potatoes  
&c., Several Carpets new and second-  
hand.

Also  
Two Pianos.  
(Full Particulars from Catalogue).  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, August 20, 1919.

(FOR ACCOUNT OF THE CONCERNED),  
on

**TUESDAY,**  
August 26, 1919, commencing at 2.30  
p.m., at their Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

A LARGE ASSORTMENT OF  
USEFUL HOUSEHOLD LINENS,  
DRAWN WORK, & EMBROIDERIES,  
Comprising:—

HOUSEHOLD LINENS.—Single and  
Double Plain and Hemstitched Sheets,  
Pillow Cases, Double White Satin Quilts,  
Linen Damask Serviettes, Glass Cloths,  
Bath Towels, Face Towels, &c., &c.  
DRAWN WORK.—Bedsprings, Pillow  
Cases, Tray Cloths, &c., &c.  
EMBROIDERIES.—Bedsprings, Table  
Covers, Tea Cloths, Runners 18 by 54 in.

Also  
A few lots of Suit Cases and  
Attache Cases.  
(All new goods and small lots to suit  
purchasers).  
To:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Box: August 20, 1919.

(For account of the Concerned),  
on

**TUESDAY,**  
August 30, 1919, at 10.30 a.m.,  
Sales Rooms, No. 8,  
Des Voeux Road, Corner of  
Ice House Street.

Several lots of  
LINEN GOODS,  
just arrived from Chicago.

Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Box: August 21, 1919.

**PUBLIC AUCTIONS.**

**G. R. R.**  
PUBLIC AUCTION.  
PARTICULARS AND CONDITIONS of the letting  
by Public Auction Sale, to be held on  
MONDAY, the 25th day of August,  
1919, at 3 p.m., at the Office of the  
Public Works Department by Order of  
His Excellency the Officer Administering  
the Government, of One Lot of CROWN  
LAND at North Point in the Colony of  
Hongkong, for a term of 75 years, with the option of  
renewal at a Crown Rent to be fixed by the Surveyor of His  
Majesty the King, for one further  
term of 75 years.

**PARTICULARS OF THE LOT.**

No. of the Lot	Locality	Boundary Measurements	Contents in Sq. Ft.	Annual Rent	Upset Price
1	North Point	100 ft. by 100 ft.	10,000	100	1,000

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1	North Point	100 ft. by 100 ft.	10,000	100	1,000

**ORANGES.**

Fresh Arrival  
of  
**ORANGES.**  
\$1.20  
per dozen.

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Telephone 407.

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BOOTS AND SHOES  
MADE TO ORDER.  
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**MEE CHEUNG**

PHOTOGRAPHER  
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Peace Celebration  
Day & Night  
Decorations.  
Branch Opposite City Hall.

**FOR SALE.**

At their Sales Rooms, No. 8, Des Voeux  
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**ONE FINE TONE PIANO,**  
by The Orchestrals Co., England.  
(Practically New).  
Particulars from the undersigned.  
Terms:—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, August 21, 1919.

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35 WORDS 3 INSERTIONS, \$1. PREPAID.  
Each additional 5 words 4 Cents.

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TO LET.—No. 102 The Peak, 6  
ROOMED HOUSE at the Peak,  
Apply to FRANK SMITH, SMITH &  
FLEMING.

TO LET.—Part of Ground Floor,  
10 Des Voeux Road Central.  
Apply to  
**THE HONGKONG LAND INVEST-  
MENT & AGENCY Co., Ltd.**

TO LET.—From October 1st, a SIX-  
ROOMED HOUSE, furnished.  
Good location in Fowloon. Apply  
Box No. 1144, care of "CHINA MAIL."

**TO LET.**

Furnished for 12 months No. 87 The  
Peak (No. 1 Stewart Terrace) contain-  
ing 3 Bedrooms and bath-rooms, hot  
and cold water, Drying room, Dining  
room, Drawing room, Sitting room and  
usual offices and servants quarters, also  
large garden. Possession 15th July.  
Apply to—  
**HUMPHREYS ESTATE & FINANCE  
CO., LTD.,**  
Alexandra Buildings,  
Hongkong, July 3, 1919.

**TRIALS SOLICITED BY  
JAMES STEER**  
THE CHRONOMETER AND WATCH MAKER  
(Contractor to H. M. Naval Yard.)  
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CONTRACTORS AND BUILDERS.  
REINFORCED CONCRETE SPECIALISTS.  
DEALERS IN BUILDING MATERIALS AND ALL  
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EVERY DESCRIPTION OF CONSTRUCTIONAL  
WORK UNDERTAKEN.

OFFICE and SHOWROOM: 8 Beaconsfield Arcade,  
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(OPPOSITE CITY HALL).

These Cigarettes are made of selected Mild  
leaf tobacco and quite harmless to those  
who are accustomed to inhale.  
**NANYANG BROTHERS TOBACCO CO.**  
165, Des Voeux Road, Hongkong.



六 道 香 總 仰 惟 吸 凡 天 華 氣 南  
十 中 港 發 英 茲 者 我 下 人 除 香  
五 一 售 行 提 國 購 同 無 製 精 香  
號 百 甫 所 倡 貨 各 處 雙 造 香 烟

**Dr. J. Collis Browne's**  
**Chlorodyne**  
THE ORIGINAL AND ONLY GENUINE.  
The Best Remedy known for  
**COUGHS, COLDS,  
ASTHMA,  
BRONCHITIS.**  
The Most valuable Remedy for  
Effectually cures short, all attacks of SPASMS,  
Checks and arrests these often fatal diseases.  
The only Palliative in  
**NEURALGIA, GOUT,  
RHEUMATISM, TOOTHACHE.**  
Acts like a charm in  
**DIARRHÆA, DYSENTERY, and CHOLERA.**  
Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably  
relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation  
of the nervous system when all other remedies fail; leaves no bad effects;  
and can be taken when no other medicine can be tolerated.  
CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.  
New Certificate without the words Dr. J. Collis Browne's Chlorodyne on the Stamp.  
Sold by all Chemists.  
Prices in England,  
1/1, 2/6, 4/6.  
J. DAVENPORT, Ltd.,  
London, E.C.

**NOTICE**  
Messrs. CROSSE & BLACKWELL much regret that for the  
first time for a hundred years, war conditions prevent many of their  
products being shipped to Hongkong and China. They much  
appreciate the letters they are receiving, and in reply would state  
that it is fully recognised here that under the circumstances of life in  
China, the absence of English delicacies and foods is a very real  
handicap.  
Messrs. CROSSE & BLACKWELL will take care that not a day shall be lost in  
forwarding supplies when a return to more normal conditions permits. In the  
meantime they trust that those who have been accustomed to rely on their products  
will be good enough to accept this explanation.

**INTIMATIONS**

THE HONGKONG ROPE MANU-  
FACTURING CO., LTD.

A N INTERIM DIVIDEND of ONE  
DOLLAR (81.1) per Share for  
account 1919, will be payable on  
THURSDAY, the 28th August, 1919.  
Shareholders are requested to apply for  
Dividend Warrants at the Company's  
Office, St. George's Building, Hongkong.  
The TRANSFER BOOKS of the  
Company will be CLOSED from  
THURSDAY the 21st August, 1919, to  
THURSDAY the 28th August, 1919,  
both days inclusive.

**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, August 14, 1919.

THE HONGKONG HOTEL CO.,  
LIMITED.  
NOTICE.

IT IS HEREBY NOTIFIED that an  
INTERIM DIVIDEND of \$4 per  
Share has been declared for the Half  
Year ending 30th June, 1919.  
The Dividend will be payable on and  
after THURSDAY, the 28th August,  
1919, at the Office of the Company,  
where Shareholders are requested to  
apply for Warrants.  
The REGISTER OF SHARES of the  
Company will be CLOSED from  
30th to 27th August, 1919, (both days  
inclusive) during which period no trans-  
fer of Shares can be registered.  
By Order of the Board of Directors,  
**J. H. TAGGART,**  
Manager.  
Hongkong, August 14, 1919.

**DAISY  
AIR RIFLES**

Boyhood is the time  
to learn shooting. Give  
your boy a Daisy, and  
he will gain mark-  
smanship with no noise  
and no danger.

The Daisy looks like  
a hunting rifle, and  
shoots as straight, but  
costs very little.  
Operated by com-  
pressed air. The most  
popular article for boys  
sold in the Americas.

Repeating and Single  
Shot Models. Ask  
your Dealer to show  
you a Daisy Air Rifle.

To Dealers: The  
Daisy is a profitable  
specialty. Write us for  
information.

**DAISY MANUFACTURING CO.**  
Plymouth, Michigan, U.S.A.  
Export Office: P. M. LOCKWOOD, Manager,  
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**NOTICES.**

—FOR—  
**CARS on  
HIRE** Experienced Chauffeurs  
and  
Expert Mechanics.

A Large Number of  
New and Comfortable Cars  
Always in Readiness.  
Phone  
977 & 2539

**MERCURY  
GARAGE CO.,**  
89-91 Des Voeux Road Central.  
Arrangements  
for Special  
Occasions

**GREEN ISLAND CEMENT CO., LD.  
PORTLAND CEMENT.**

In Casks of 75 lbs. net.  
In Bags of 50 lbs. net.  
**SHEWAN, TOMES & CO.**  
GENERAL MANAGERS.

**UNIVERSAL IMPORT & EXPORT CO.**  
GENERAL COMMISSION AGENTS.  
P. O. Box 343.  
Telegraphic Address:—  
"UNIMPEXCOY-HONGKONG" "MONTBEAU-PARIS, FRANCE."  
Codes used:—A. B. C. 5th Edition, A. Z. French Edition.  
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**LONG HING & CO.** PHOTO SUPPLIES,  
DEVELOPING & PRINTING A SPECIALITY.  
No. 47, QUEEN'S ROAD CENTRAL, HONGKONG.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.  
**VETARZO MEDICINE**  
Never before has there been anything like it. Its marvelous properties even equalled in all  
cases of general debility, other symptoms of the blood from whatever cause arising. No  
sooner is it taken into the system than it permeates and penetrates to the minutest capillaries,  
purifying and expelling disease, microorganisms and in whatsoever form met with removing all  
unhealthy poisons. Its effects are almost magical in the treatment of gonorrhea, syphilis,  
scabies, lupus, skin eruptions, rheumatism, neuralgia, sciatica, blood poisoning, eczema, leprosy,  
psoriasis, bad hair, bad breath, ulcers, wounds, sores, galls, or Dermatitis, scalds, burns,  
improves the general health, and quickly removes long standing bronchitis, asthma, and hacking  
coughing, whooping cough, too often the precursor of consumption.  
**VETARZO BRAIN AND NERVE FOOD.** See text for full particulars.  
Send stamped address and name for Free Booklet, on P.O. 25 for Trial Bottle sent free  
by post. Write to THE VETARZO MEDICINE CO., GOSWELL, CAL., LONDON. Unimproved goods  
may be returned for full refund. But no return for goods not used. But must be paid on  
VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.  
VETARZO REMEDIES ARE SOLD BY BOOTHS, OASH CHEMISTS.

ALL GOODS CAREFULLY PACKED  
FOR SHIPMENT—  
**NIKKO**  
JAPANESE  
FINE ART CORIOS & C  
PACKING CONTRACTOR  
HONGKONG HOTEL BUILDING  
Tel No. 1158.  
All Goods Guaranteed

**THE BLIND TEST.**  
P. D.  
**THE CONNOISSEURS  
: IDEAL CHOICE :**  
OBTAINABLE EVERYWHERE  
Sole Agents: **H. RUTTONJEE & SON,**  
WINE AND SPIRIT MERCHANTS  
16, Queen's Road Central, Hongkong, China.



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WHISKY.

THE PREMIER SCOTCH.  
A. S. WATSON & CO., LTD.,  
WINE AND SPIRIT MERCHANTS.  
TEL. 616.

**Powell Ltd**  
TELEPHONE 346

EVERY DESCRIPTION

OF  
HOUSE AND OFFICE  
FURNISHING.

PERIOD STYLES A SPECIALITY.

SHIP'S UPHOLSTERY  
and  
DECORATION.

WE INVITE YOUR ENQUIRIES.

## BIRTH.

McCOY RALPH.—On August 14, at Shanghai, to Mr. and Mrs. A. P. McCormick, a son.

## DEATH.

BARB E.—On August 14, at Shanghai, Emily Francis Anstee Barb, a native of Shanghai, H. Island, of the Chinese Customs Service, aged 35 years.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, AUGUST 23, 1919.

## WELL MEANING.

"I am satisfied," says Sir Albion Richardson, summing up his report after investigating the management of Wandsworth Jail by Major Blake, with particular reference to allegations about the treatment of "Conscientious Objectors." "I am satisfied after thorough investigation both into the charges made against him and into surrounding circumstances, that Major Blake has throughout acted with a single-minded desire to discharge the duty with which he was entrusted by the Prison Commissioners of restoring order in the prison." So are we. No one doubts it. A jail governor who addresses his prisoners as Major Blake admits he did is about as single-minded as a man can be. "I shouted: 'You d—mutinous swine, I have come down here to restore order, and if you do not behave yourselves I will give you hell.'" And again, "I rather think I said: 'March these noisy devils out of here, I won't have them disturbing the decently behaved prisoners.'" We can imagine a single-minded Roman centurion addressing the Christian martyrs in the same spirit, as they marched, singing hymns, on their way to the lions or to the stake. Noisy devils! He would not have them disturb the Emperor. Both doing their duty according to their lights, we may admit that readily, without thereby abandoning our right to deplore the dignity of their illumination. Major Blake, even, had his outbursts been confined to "out-rageous words," was an objectionable type of militaristic bully, ignorant entirely of the inherent dignity of manhood apart from rank. One of his own class has "whitewashed" him as well as his own defiant attitude would admit. The result is a bit "screaky." It is still more

than probable that after he threatened to "give them hell" he kept his word, as an officer and a gentleman should. These types keep on appearing, and will always do so until the lesson taught by Robert Burns is thoroughly assimilated, and Bumble-donk thoroughly snubbed. They mean well. They honestly believe they are in the right. We must allow that much. What they have to learn is that the British are further advanced in civilization than the Germans or the Russians, and that in so acting they are behind the times. They are still on the lower German or Russian level. When revolution comes, and decent people are shocked by the excesses of the revolting proletariat, it ought to be remembered that these well-meaning bullies are the prime cause of the excesses. The deeds of these scoundrels, and of the Bolsheviks, are the natural and almost inevitable sequel of a long series of Major Blakes.

## THE TYPHOON AND THE GOVERNMENT.

The Hongkong Government, we understand, was not responsible for the typhoon. We notice a tendency to blame the Government, and to remind it that something should be done; but we cannot see our way to endorse this attitude. We commendate Kowloon on being cut off from the world when typhoons rage, but we cannot see how it can be helped. So far as we can see, after careful consideration of the suggestion, it is really not practicable for the Government to erect a barrier out at sea to shut out these typhoons. The present prohibitive cost of building materials, for one thing, is against it. Moreover, the size of the undertaking is a difficulty. The great wall of China would be nothing to it, for there is no guarantee that the typhoon, which is a circumventing sort of arrangement, would not sneak in by a roundabout route. In this matter we are obliged, reluctantly, of course, but still in honour bound to admit that the Government has done nothing to deserve censure, and that it can do nothing to secure praise. These typhoons are too big for it, as well as for the censors who annually raise an outcry against their mischief.

## CONFERENCE OF CHAMBERS OF COMMERCE.

On the suggestion of the Shanghai Chamber of Commerce, the Hongkong, Swatow, Amoy, Foochow, Chefoo, Newchwang, Mukden, Tientsin, and Peking Chambers of

Commerce have decided to send representatives to an annual conference. It is to be hoped this conference will be open to the Press, that is to say, exposed to public criticism, for there are signs that with the best intentions in the world these gentlemen are likely to be tempted to make some misleading representations to the Colonial and Foreign Offices at Home. It is often said, by people who know no other wisdom than the *cliche*, that "there is no sentiment in business." It simply isn't true. Sometimes business men are the most sentimental of created things, and when sentiments are intense, there is hardly anything more dangerous. Men will die for an idea; they will murder for a sentiment. One fairly sound theory of the story of the Gadarene swine is that they were sentimental pigs. There are topics like the "Open Door" which the Conference can discuss with advantage, and the more publicity that discussion gets the greater will be that advantage. The Germans (says sentiment) are our enemies. The Japanese (says sentiment) are our Allies. The present "Open Door" may be more accurately described as a door ajar, and we ought to have more light on it.

## LOCAL AND GENERAL.

To-day's dollar is worth 3s. 10 3/16d.

The s.s. "Katsuma Maru" (Capt. K. Yamamoto) which cleared for Whampoa at 3 p.m., to-day took a cargo of coal for that port.

The s.s. "Wollwra" (Captain Maxwell) arrived from Kobe and Maki at 3.45 p.m. on the 20th inst., with a cargo of 2,700 tons of coal for Hongkong.

The s.s. "Africa Maru" (Capt. H. Yamamoto) which cleared for Victoria via Shanghai and Keelung at 5 p.m., to-day carried 3,000 tons of general cargo.

The s.s. "Hanoi" (Capt. Norman) arrived from Hoihow and Haiphong at 7 p.m. on the 21st inst. with 250 tons of general cargo and 111 bags and 1 basket of mails.

The s.s. "Inaba Maru" (Capt. Kusano) left for London via Straits and Suez at 9.30 a.m., to-day with 300 tons of general cargo. She carried 23 European passengers.

The s.s. "Kashima Maru" (Capt. Mashida) cleared for Seattle via Manila and Japan ports at 11 a.m., to-day with 2,750 tons of general cargo for America and 150 tons of rice for Japan.

The s.s. "Aki Maru" (Capt. Shibata) cleared for Melbourne with 400 tons of general cargo at 10 a.m., to-day. She carried 49 European passengers of which 32 were through passengers.

The s.s. "Tajima Maru" (Capt. Araki) left for Liverpool via Colombo and Suez at 11 a.m., to-day with 400 tons of general cargo. She had on board 5 European passengers of which 4 are through passengers.

The s.s. "Atrous" (Captain Williamson) cleared under Admiralty orders for Liverpool via Singapore at 4 p.m., to-day with 4,000 tons of general cargo. She had on board 1,000 demobilised Army and Naval men and 13 Army and Naval officers.

Despite the bad weather, the Portuguese gunboat "Patria" steamed into the harbour yesterday from Macao and left again at 3 p.m. She called for the express purpose of taking the new governor, H.E. Senhor H.C. da Silva, Senhora da Silva and Capt. F.H. Correia, A.D.C., to Macao.

## SHIPS IN HARBOUR.

List of vessels in port this morning.	
British—	Japanese—
Taisang	Kairui Maru
Cornelia	Tajima Maru
Burrumbet	Persia Maru
Luchow	Kashima Maru
Gothic Prince	Inaba Maru
Haimun	Aki Maru
Loongsang	Nanyo Maru 3
Wollwra	Nankai Maru
Sunning	Koun Maru
Suisang	Tamou Maru No. 1
Cyclops	Africa Maru
Cheongshing	Chiyoed Maru
Shantung	Ujo Maru
Empress of Japan	Kaijo Maru
Atrous	Taiwan Maru
British Isles	Masayoshu Maru
Pheumpein	
Volute	
Heartball	
Cardium	
Ulenching	
Takaang	
American—	Dutch—
Eldridge	Tijmanoeck
Nanking	Triconia
Tancerville	Salahadj
French—	
	Hanoi

## THE TYPHOON.

## FURTHER DETAILS.

The typhoon, of which the alarm signal was given at 11.5 a.m. yesterday, did not hit Hongkong with its full force. It is believed to have struck a point between Hongkong and Macao. Details of any damage it might have done are of course lacking.

Yesterday morning the wind commenced to blow its hardest at about 5 a.m. and many sampans and junks which had been safely moored the previous night could not withstand the fury of the waves that swelled higher and higher each hour.

The wind rose considerably from 9 a.m. onwards, and at 10.35 a.m. had increased in such velocity that it was difficult to stand on the Praya or one of the wharves except under shelter. More than one Chinese trying to save the wreckage floating about was blown into the sea, and at least one was lost. A very heavy down-pour of rain gave the Harbour the appearance of a white cloud in which even the biggest steamers were hidden. When the rain abated the wind rose again, and at 11.5 a.m. the three bombs were fired from the Observatory and the Harbour Office, and the "black cross" was put up, indicating that a typhoon might be expected at any minute.

The wind slackened down a bit, and at about 11.30 a.m. was once again blowing fairly hard. The glass, which a little earlier had been in the vicinity of 29.55, stood at 29.55, when the three bombs were fired. In this connection it may be mentioned that early in the morning of September 18, the date of the catastrophe of 1906, the glass stood at 29.74 and dropped with surprising rapidity to 29.23, when the typhoon "actually broke."

Business in the city was disorganised owing to the absence of all those who, living on the other side of the Harbour, were unable to come across. The tram-cars stopped running for a while, and fewer cars than usual ran in the evening, when the service was resumed.

Yesterday morning the ferry service was suspended. One of the boats ventured out from the Kowloon side shortly after 10 a.m., Mr. W. S. Brown, the Secretary of the Company, making the trip himself, but turned back when about half way across. It was only with extreme difficulty, after taking a circuitous course, that she was manoeuvred once again to the Kowloon wharf. The service was resumed shortly after 4 p.m. but at 8 o'clock the weather conditions were such that once again the ferries stopped running.

Yesterday evening, when the velocity of the wind fell a bit, a few sampans ventured out. They did not go far, however, for the wind came in fierce gusts, showing plainly that the safest place for a sampan and its occupants was the closest refuge.

Several launches, however, seized the opportunity to tow junks and their occupants to the refuge, at a fee which sometimes rose as high as \$100 each. Needless to say, the occupants, of launches and junks alike, ran considerable risk, but no loss of life from this cause has been reported.

A current idea is that the Government should make arrangements to commandeer a few strong launches, whenever typhoon weather threatens, in order that junks and sampans in distress. Action of this sort would be a great relief to the Chinese, many of whom, for instance, are now homeless and without means of subsistence owing to the destruction of their craft.

## IN THE HARBOUR.

The steamers in the harbour, having made ample preparation for the gale stood the gale very well indeed. All yesterday's departures were of course cancelled, and the "Nanking," "Aki Maru," "Tajima Maru," "Inaba Maru," and "Loong Sang" were all scheduled to leave port for their various destinations during the day.

The "Monam," which was not expected to venture out of Canton, arrived in Hongkong at about 3.30 p.m. yesterday. She was moored with some difficulty. Having unloaded her passengers and a big cargo of fish, she moved into the Yau-mat-ti refuge shortly after 5 p.m. There was no night boat to Canton yesterday. The "Sui An" left for Macao yesterday morning, and those who did not know that she had anchored behind Stonecutter's Island expressed fears as to its safety. The "Sui An" remained behind Stonecutter's Island yesterday and continued her voyage to Macao this morning.

The "Kwangtung" arrived from Canton soon after 3 p.m. yesterday and moved into the refuge later. Both the "Kwangtung" and the "Honom," left for Canton to-day.

Shortly after 7 p.m. yesterday, it was noticed that the "War Bomber," which was anchored in the Kowloon Bay anchorage had broken loose, owing to the force of the wind, and was in danger of colliding with the "Salahadj," close by. In response to signals of distress from both steamers, the Talkoo Dock Co. sent out a tug, which managed to prevent the impending disaster by towing the "War Bomber" out of the way and getting her safely moored again.

The Police launch "Hapag" and Police motor-boat No. 9 were among

the vessels destroyed by the gale. No. 9 had been undergoing repairs at Messrs. Bailey's yard and the "Hapag" went to tow her into the Yau-mat-ti refuge shortly after 7 p.m. on Thursday. The tow-ropes snapped owing to the fury of the elements, and it was with considerable difficulty that another junction was effected. After the "Hapag" had towed No. 9 a little further the rope parted again, and this time ran foul of the "Hapag's" propeller, putting her completely out of action. Sergeant Bond, of the Water Police, did his best in the circumstances, but both the launch and the motor-boat drifted against the Praya wall. Sergeant Bond and the other occupants of the launch had to don lifebelts and scramble into safety. Yesterday morning five junks came to grief between the Green Island Cement Coy's works and Messrs. Bailey and Co.'s yard. They drifted on to the Praya wall where the Police boats were and such was the force of the waves that all the seven craft were smashed up. Several of the occupants of the junks were drowned. Some lighters drifted to the west end of Stonecutter's Island, where the jagged rocks finished the work which the waves had commenced. It is believed that very few of the occupants of these craft were able to save themselves.

## SCENES IN THE CITY YESTERDAY.

Visitors to West Point yesterday evening were greeted with the unusual sight of a large number of sampans standing high and dry on the Praya. Most of these were washed up on shore in the first fury of the gale on Thursday evening, while several others were dragged ashore by their occupants. They are now serving as house-boats for whole families, whose relief at their good fortune in saving their own lives as well as their property is plainly evident. In one of the small boats a family of no fewer than 11 persons were seen last evening. Some of the sampans were in a battered condition, as a result of their fight with the waves. Several hundred less fortunate Chinese, who had lost their boats, presented a spectacle of distress that was very touching indeed. Most of these unfortunate beings were forced to sleep on the verandahs, and one can well imagine that it was little rest they had, within such proximity to the scene of their bereavement and their ruin. Resignation is a great quality among this class of Chinese.

There were of course some very touching sights indeed. On the Yau-mat-ti ferry wharf was an old woman and a little girl of five weeping over the loss of their sampan and the disappearance in the waters of the child's mother. They had seen her washed over the side of the sampan. Close by an interested crowd watched a junk moored to a wharf tossing in the sea, seemingly in danger of sinking at any moment. One end of the junk had been stove in by constant banging up against the wharf, and the water was rapidly filling in. On the opposite end sat a Chinese lad, with a look of determination on his face, as if he would never leave his humble home so long as it remained above water. The Police afterwards forced him to vacate his dangerous perch, and his junk shared the fate of so many others. Near the Harbour Office, there lay in the water a mass of timber that once was a junk, and on this was an old woman endeavouring to throw a rope ashore, so that some of the timbers might be saved. She would have been drowned—for she was standing up to her waist in the water and the waves were running higher each minute—if a European passer-by had not thrown out a life-line from the Praya, slipped down the rope, and with the aid of others, carried her up against her will.

Kowloon was completely cut off from Hongkong for the best part of the day, and had to go breadless, newspaperless, lightless and milkless till about 5 p.m.

Before the typhoon signals were up on Thursday evening, junks and sampans were hurrying into the Yau-mat-ti Bay refuge. A number of them did not reach their destination, but were dashed against the Praya wall or the rocks. It is believed that a good many persons were drowned between 6.30 and 8 p.m., for no one was seen to scramble ashore from several of the junks. A number of sampans were smashed to pieces against the wall of the refuge as they were about to enter.

It is reliably estimated that nearly 600 Chinese craft of various sizes were sunk or otherwise destroyed by the gale. The loss has been computed at between 300 and 350.

It is necessary that mention must be made of the courage displayed by Mr. W. Edley, of the Hongkong, Canton Macao and Steamboat Co., and Detective Sergeant Fallon, Stimson and Mason, at different points along the Praya on Thursday night and yesterday.

When the gale broke, the sampans clustered together alongside the wharves and piers were gradually breaking up. Their frightened occupants, more concerned than for their lives, were endeavouring to fasten their boats securely to one thing or another. The waves ran so high that more than one person was washed overboard. Some were lost. Realising that, if left to themselves, these derelict Chinese preferred to drown than to lose their boats, the gentlemen have named—and doubtless many others who were not seen or noticed in the general excitement

## CORRESPONDENCE.

## CORRECTION.

[To the Editor of the "CHINA MAIL."]

Dear Sir,—In last night's issue of the China Mail it is reported that I appeared at the Police Court for the owner of a Junk who was fined \$200 in respect of opium found on board his Junk, apparently without his knowledge. This is incorrect. I knew nothing of the case in question until I saw the paper, and I shall be obliged if you will correct the error.

Yours truly,  
EDGAR DAVIDSON.

## TWO BROTHERS.

A younger brother stole a sewing machine from a boarding house in which his elder brother was staying. The elder brother brought the machine back. The boarding mistress brought the Police. The younger brother was taken to the station. The elder brother pleaded for leniency. Mr. Lindsell gave the younger brother six weeks.

## A RICE STORY.

A man got some rice somehow and when asked by a policeman, who the generous donor was, he replied that he had worked for a man, who could not pay wages, so he gave the rice. The employer denied this. Mr. Lindsell believed the employer and gave the man fourteen days.

## FREIGHT RATES FROM SOUTH AMERICA.

## BRITISH STEAMERS' HANDICAP.

In the House of Commons, on July 8, Mr. Houston asked the Parliamentary Secretary to the Shipping Controller whether British steamers, by the direction of the shipping controller, were required to carry grain from Buenos Ayres to the United Kingdom at 62s. 6d. per ton weight, while vessels of other nationalities were free to obtain 260s. per ton and upwards to Continental ports; whether he was aware that time charter rates for British steamers were about 25s. per ton, and that similar steamers of other nationalities were obtaining 40s. per ton and upwards; whether he was aware that the freights earned and profits made by United States and neutral-owned steamers were a handicap to British shipowners in their efforts to maintain British maritime supremacy, and if the Shipping Controller would take measures to deal with this situation?

Colonel Wilson.—The Shipping Controller is aware of the disparity between the freights which foreign ships earn and those earned by British ships bringing Government-owned grain to England. The latter rates are fixed at the level referred to by my hon. friend in the interests of the consumer, and the Shipping Controller is not prepared to alter this policy.

Mr. Houston.—Is he aware of the enormous profits and great reserves which have been made by foreign shipowners, and will he explain how we are to compete with foreign shipowners?

Colonel Wilson.—My hon. friend is fully aware of the large profits which are being made by foreign shipowners, but the interests of the British consumers must come first.

## WOMEN-WRECKERS.

## A TYPHOON INCIDENT.

A new junk, lying off the Cement Works at Yau-mat-ti was blown ashore during the recent typhoon. A number of women required firewood to do their cooking. What better than some junk wood? They took choppers and chopped the boat into bits. The Police arrived, and arrested four of the women, who were produced in Court this morning. According to the Ordinance, in connection with looting stranded ships, the women should have got fourteen years each. Mr. Smith fined them \$5 each.

## DAMAGE \$25,000.

The Police have received reports of the loss of several junks and sampans and of the drowning of eight persons. An estimate of the damage brings it up to nearly \$25,000. Of course, other reports will come in later.

Thirty-six boats were lost at West Point only, the damage being \$8,800. At 12.30 p.m., to-day, we were informed by Mr. T. F. Claxton that the typhoon is situated at latitude 22, longitude 109 moving W.N.W., about 300 miles from Hongkong.

## MARY ANN AT 1D PER UNIT.

Electricity costs less in Greenock, up in Scotland; and it costs, less because it does more.

In Greenock—and what has been done in Greenock can be done in Abingdon, Birmingham, or Chelsea—the old plant and wiring installation of the city has been given several times as much work to do, which means much lower overhead costs; the corporation has supplied electrical servants of all kinds to the people at nominal rentals, and numberless Greenock homes, instead of being cared for by methods that were successful in the days of King James, are cleaned, warmed or cooled, and made healthful and comfortable by the latest, most economical methods of the twentieth century.

Electric current in Greenock costs three farthings per unit for domestic uses, compared with three halfpence per unit in most other places. The consumption per capita per year is 240 kilowatt hours instead of only 40 as in the average English city. And the saving to the community in human labour—to say nothing of worry, kitchen quarrels, dirt and fumes—is enormous.

How has it been done? What are the methods to use in Brixton, Birmingham, and Bath to enable every housewife to free her servants, or most of them, for the great work of commerce on which our future depends; to enable her to give every room a real spring cleaning every day with little trouble, to keep all her fires ready laid, yet with no work or dust, to cook dainty meals on the breakfast or tea table, to do all her cooking without a bit of dirt or smell for less than 5s. a week for a large family, and to have hot irons, curling irons, electric fans, "croup fies" for the nursery, and a dozen other conveniences at every hour of day or night?

To begin with, the housewife who is responsible and the husband who pays the bills must know that these things can be done. At present not one out of every ten people that read this statement knows that the cost of electric current can be reduced much below present rates; that all kinds of the finest electrical equipment for home use can profitably be supplied to householders at nominal rentals; and that the use of such equipment makes it possible to dispense with servants in all but very large households, makes the home cleaner and more healthful, and makes life easier all round.

Until they know these things and believe them the householders will not act. And unless they act the electric supply companies and corporations certainly will not act vigorously. Therefore information is essential—honest, interesting, homely facts about what the kitchen and kitchen expenses at Vesey Villa, Chestnut-road, will be like when modern electrical methods are installed; how much dirt and unnecessary heat will be saved; what can be done when Willie has a croup; how the old velvet curtains in the drawing-room will look when cleaned—not merely "annoyed"—each day with a convenient electric vacuum cleaner; how inexpensive motors can be made to do the washing, clean the knives, run the sewing machine, and even clean and dry the dishes; what an electric bath will do for father's rheumatism, and how comforted grandmamma will be during the hot days by a quiet little electric fan at less than a farthing per hour. All this interesting information, in terms of home life of to-day, together with accurate cost details, must come first.

Then, after public interest and demand is aroused, the electric supply companies and the city corporations must be ready with equipment quickly and willingly supplied at nominal quarterly rentals; with friendly and accurate advice and assistance giving technical information, but also from women domestic science experts who would come when called. Within ten years every electric supply company that does not think first of the individual comfort and interests of each household will have faded from sight.

## A LUNATIC.

A Chinese lunatic was arrested in Yau-mat-ti on a charge of stabbing three men. He was placed under observation. The medical evidence certified him insane. When produced at the Magistracy this morning, Mr. Lindsell discharged him, remarking that the Police suspected him of being mad.

"What do you mean by suspicion?" said the man concerned. "Now that I am discharged I am going to die."

## TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by All Chemists and Storekeepers.



## NEGLECTING HIS DUTY.

CHINESE CONSTABLE FINED.

## SENDING A DEPORTEE ALONE.

A Chinese detective, who had been dispatched by the local police to accompany a deportee, who had been banished to Sam Chun, went along with the man to the Kowloon Railway Station, and after making the necessary preparations, left the man to proceed on his journey alone. The detective was arrested by the Police and produced at the Magistrate's this morning.

Defendant: I did take the prisoner. Chief Detective Inspector Murrison stated that defendant had been detailed on Thursday morning to take a deportee, a man who had been banished to Sam Chun and leave him there. He took the prisoner from the Central Police Station, without giving an opportunity for the warrant to be read out and explained to prisoner. Defendant was an old constable and had performed similar duties on previous occasions, so that he was cognizant of the procedure to be adopted. Instead, defendant went to the Railway Station, with the warrant, and procured two third-class tickets for the journey to Sam Chun, and one railway warrant for the defendant's return journey. Sometime after defendant had proceeded to the railway station with the banished the Detective Office discovered that the warrant had not been read out and explained to the banished and they sent a man to the Kowloon Railway Station to bring the couple back. This man found the deportee sitting in a railway carriage all by himself. The constable had disappeared. The man brought the defendant back to the Central Police Station and here the deportee made a statement to the effect that defendant had given him the ticket at the railway station, and told him to proceed to Sam Chun, and not leave the train till he got there.

Mr. Smith: What did he do with his own ticket? Witness: He told the D.S.P. that when he pulled out a handkerchief to wipe his face the ticket and railway warrant fell out of his pocket to the ground. The reason why he left the deportee at the station was that he was feeling ill and went to Jordan Road to get some medicine. On the way he had to sit on the roadside as his malady grew worse.

But evidence could be brought to prove that defendant came to Hongkong and went with his relatives to a Hok Lo festival in Wellington Street.

Defendant: No, I was very sick and went out to get some medicine. When I came back I found that the deportee had gone.

Inspector Murrison: He could have left the deportee at the Water Police Station.

Mr. Smith: Could not the man have been dealt with departmentally. Do the Police consider this very serious? He has admitted that he left the man and that is gross neglect of duty. Do the Police want him fined? I suppose he will be dismissed the service.

Inspector Murrison: The maximum fine is \$200 or six months' hard labour. If the deportee had escaped and been arrested by returning from banishment, the case would have failed.

Mr. Smith: \$100 or three months.

## GOVERNMENT GAZETTE.

## THE GIST OF IT.

Lord Milner is very anxious that Hongkong should not make any mistake in sending goods to Finland. Two thirds of a page of instructions. If you have any idea of taking scientific, mathematical or optical instruments Home, get a license from the Board of Trade first. Otherwise...

Hill fishermen must pay \$24 for an annual license to fish for herring. Bona fide travellers may take out of Hongkong \$2 worth of subsidiary coinage, though why they should want to do so we can't think. All other export of Hongkong small change is forbidden. A sensible prohibition as things are.

Mr. Alabaster on August 18 asked for a Bill to exclude undesirable aliens. The Government replies that a Bill will be introduced forthwith. Why confine it to European aliens? Capt. H. G. Monteth, R.A.M.C., will act as M.O.H. during Mrs. Harding's absence.

Major D. L. Harding, of the same Corps, will act as Assistant Bacteriologist.

Foreigners arriving in Canton must still have passports. Siemens China Electrical Engineering Company, Ltd., is being struck off the Hongkong register.

In April our revenue was \$1,504,016 and our expenditure \$1,175,025.

Mr. Sims George Ward, driver of Quarry Bay, is taking out a patent for an invention for ships mooring.

## SERIOUS CHARGE AGAINST SHIP'S DOCTOR.

PRISONERS DISCHARGED.

The trial was resumed before Mr. Justice Salter, at the Liverpool Assizes, on July 7, of Jose Maria De Pinedo (43), ship's surgeon, and Francis Bernard Dawes (45), ship's steward, who are charged with the manslaughter of a boy named James Wilkinson Eastwood, who died on board the steamship "Darrg" on 10th February, when the vessel was at sea off Lisbon.

It is alleged that Eastwood, through negligence on the part of the accused, was given a dose of crude carbolic in mistake for a black draught. Giving evidence at the previous hearing, Dr. Pinedo stated he did not know there was any crude carbolic in the ship's dispensary. He admitted that it was his duty to see that the tins of carbolic used for disinfectant purposes were taken from the dispensary, and had once given orders to that effect.

Replying to the judge, he said that he had noticed drugs and poisons mixed up together in the dispensary, and had taken steps to separate them, but had not placed them on separate shelves. Dawes, in his evidence, said he was not qualified, and had no knowledge of drugs. He did not notice the carbolic in the dispensary. The tin from which he refilled the black draught bottle had no label. When he poured out the contents it looked just like black draught. At the time he was suffering from a cold and could not smell anything.

Resuming his evidence Dawes, in answer to Mr. Singleton, who prosecuted, said that from his previous experience he did not consider it was his duty to check the medical stores when they were taken on board. In any case, he hadn't time to do so. He admitted that if he had checked them the tins of crude carbolic would have been removed from the dispensary to the store room.

Mr. Singleton, in addressing the jury, said there was no doubt that Eastwood died through carbolic poisoning, and there could be no question that if anyone was originally responsible for the death it was one or both of the accused. The doctor was the sole medical man on board. He was responsible for the medical stores and drugs and had signed for them. The other man was actually responsible for the giving of the wrong medicine. It was for the jury to say whether or not the negligence of one or both of the prisoners was such as to amount to criminal negligence. Counsel contended that if only ordinary care had been taken the death of the boy could not have taken place.

On behalf of Pinedo, Mr. Greaves, Lord, K.C., asked in view of the circumstances that the black draught in earthenware jar and the carbolic in tins came on board properly labelled, how could the doctor imagine that the hospital attendant, or anyone else, would be likely to refill the black draught bottle from a tin, whether or not it had become unlabelled, when the only black draught on board was contained in jars and properly labelled. Even assuming there was negligence on the part of one person that negligence did not make him criminally liable unless his negligence led to the death. If, on the other hand, there was intervening negligence, then the first person was not responsible.

Mr. Madden, for Dawes, said that even if the jury found that a mistake had been committed by Dawes he asked them to still be of opinion that the accused acted quite innocently, and that it fell far short of any criminal or gross negligence.

The jury found that there had been serious negligence on the part of both, but that there was not criminal negligence. They found prisoners not guilty.

Prisoners were then discharged.

## COMIC CRICKET.

If Parkin, the Lancashire cricketer, has been named the modern Jester of Cricket, then it is a clear case of a man having honour thrust upon him very much against his best intentions. A more serious cricketer probably never played than Parkin. But tradition has insisted on a funny man in the Lancashire team ever since Johnny Briggs cut his capers. His "legitimate successor" was Brearley, who did not hesitate to live up to the job. Brearley's walk to the wicket when he went in to bat, at roughly 15 miles an hour, vastly tickled the groundlings. And whatever ball was bowled to him he produced a gorgeous "swipe," all the funnier because invariably his bat beat the air, the momentum of the hit sending the batsman staggering. Probably it was because Parkin, in the Yorkshire match at Old Trafford, also went in for hitting that the crowd decided he was the man for the cap and bells. But Parkin's hitting was not at all ludicrous; it was quite scientific, perfectly timed, with all the approved poise of body. An ironic fate, surely, if the crowd insist on it, that the motley should have to be worn by this pale and rather ascetic youth—this Phobus Apollo turned Fastening Friar!

## IRISH PEACE.

SINN FEIN GIBES.

The Sinn Fein leaders have exchanged cablegrams with each other over the new orientation of Irish politics. Mr. Arthur Griffith, cabling to Mr. de Valera in New York, informed him that "Plunkett's latest attempt to side-track Ireland's national demand is dead in its cradle." Mr. de Valera replied: "I am sure there is no danger that the Irish people will start into a froth after the new Plunkett carrot. The carrot is perhaps, unknown to the American people, but it will be explained to them."

Mr. de Valera's cablegram has raised a smile here, for to compare the Irish people with the patient and useful animal that is proverbially tempted by a carrot is something less than supreme dexterity in metaphor.

The newspaper *Nationality*, which is edited by Mr. Arthur Griffith, deals with the idea of a solution in the nature of Dominion status with heavy-handed repression. It says:—

"Ireland stands to-day free in spirit. No web, no matter how tastefully arranged, will entice Ireland to enter the folds of the Union Jack. No trap, no matter how appetising the contents, will snare Ireland into the Empire. No hook, no matter how good the bait, will be able to catch Ireland for the table of Mr. Lloyd George or his colleagues in Downing-street or Dublin Castle."

"Ireland has done with the Empire, the Union Jack, and the breakfast table. Colonial Home Rule, Dominion Home Rule, and Statute Book Home Rule have no attractions for the awakened nationalism of this, the oldest of the small nations."

"No longer has England to deal with a country of shut-eyed and open-mouthed children anxious to see what the good old Empire will give them if they obey orders. However, as the game seems to amuse Sir Horace Plunkett in his second childhood, he is welcome to indulge in it to his heart's content, particularly as he is doing so at the expense of the Empire which is at present frantically appealing for funds to pay the debts contracted by its efforts to free small nations."

## UNIONIST CRITICISM.

This is not very helpful comment, and the shadow of uneasiness stands perceptibly behind its glib confidence. At the other end of the political compass is the equally uneasy denunciation of the Ulster extremists. The *Belfast News Letter* says:—

"The state of Ireland is not improving, and it is not likely to improve so long as the rebels are encouraged by politicians and leading newspapers to believe that they are going to win. They treat the Irish Dominion League with contempt, but they see in it evidence that they are making progress. They argue that if their rebellion in 1916 compelled politicians to advance from a subordinate Parliament to Dominion Home Rule, there is no reason why another rebellion, or even the fear of one, should not compel them to advance from Dominion Home Rule to complete independence."

"A great deal of the blame for the lawlessness which prevails rests on the British Home Rulers who are constantly talking about the urgency of a settlement without having any clear idea of what they mean. They are strengthening, perhaps unconsciously, the lawless and criminal factions and increasing the difficulties of the Irish Government."

"The article which appeared in *The Times* on 'The Basis of Settlement,' the fourth of the series, does not bring a settlement any nearer. The writers assert dogmatically that the Union is doomed, but they have no scheme to put in its place which will stand a moment's examination. They assume that the majority of the Sinn Feiners are insincere, and that while demanding independence and asserting that they will take nothing less than they are ready to accept Dominion Home Rule or some modification of it. But to legislate on such an assumption would be dangerous and perhaps disastrous."

## BETWEEN TWO EXTREMES.

"The Government is urged to offer a compromise and to force it upon the great majority of the people who do not want it. And in order that it may be able to do so it is to subordinate the existing party commitments on the Irish question. That is a roundabout way of saying that it must break its pledge to Ulster. It is asked to alienate the loyal section of the Irish people without the smallest hope of conciliating the disloyal. We do not believe that the present Government, notwithstanding the pressure of the various Home Rule factions, will adopt a policy which would be futile as well as discreditable."

Between these two extremes stand the plain and perplexed people of Ireland, expectant and hopeful, prepared to cry, "A plague on both your Houses," and eagerly awaiting an unmistakable signal that a real and national settlement is intended which will end an age-long misunderstanding and open a new era of peace and good will.

## BRONZE AND ALUMINIUM POWDERS.

NEW PROCESSES BY SHIP-BUILDING FIRM.

With the return to peace activities by Messrs. Sir W. C. Armstrong Whitworth and Co., Ltd., many striking indications of the resourcefulness and enterprise of this company have come forward. A case of considerable interest to the shipping world is the result of their research work in bronze and aluminium powders. These products play an important part in the finishing work of metal fittings on liners and vessels of all types and before the war their manufacture was almost entirely a German monopoly. Aluminium has been powdered to so fine a degree that one particle is just one hundred-thousandth part of an inch in thickness, and it takes 2,000 million such particles to make a pound of powder.

It is only after very long experiment by the great Newcastle firm that this secret process has been discovered. The powders, once produced, are polished and coloured by further chemical treatment. Brass and bronze are pulverised in the same way, and the resulting powders vary in colour, according to treatment, from the palest gold, through citron yellow to orange and shades of green, pink and blue. The powders form aluminium and bronze paints, which, apart from their decorative value, have proved to be far superior to any other form of paint used as rust preventatives on metal work. Heat resisting, unaffected by salt water, such paints are destined to largely replace other iron and metallic coatings. The powdered aluminium is used in its dry state for important processes in the making of steel and its alloys. This new discovery is but one of the many fresh developments entered into by this great shipbuilding firm in the capturing of foreign markets for British industry.

## MISMANAGED MARITIME AFFAIRS AT BUENOS AYRES.

The Argentine Government does not appear to be capable of effectively dealing with the unfortunate state of affairs which has existed at the port of Buenos Ayres for some considerable time past, particularly in connection with labour troubles. According to recent mail advices to hand it would appear that delays are likely to arise to shipping through a fresh source, which, combined with the labour situation, will, if not rectified, ultimately lead to Buenos Ayres being banned by shipowners.

That there is a general epidemic of slackness in official maritime circles is further indicated by the repeated complaints regarding obstructions in the channels of access to the port of the capital as well as in the most important waterways of the rivers Parana and Uruguay. It is common knowledge that neglect of dredging operations in the main channels leading to the port of Buenos Ayres has resulted in a reduction of two feet in the depth of the North Channel and of twice that amount in the southern entrance. The natural result has been that large vessels steered according to the now obsolete official depth indications have been stopped in their course, and unless very prompt action is taken the danger of more serious consequences will assume alarming proportions. Quite apart, however, from the possibility of serious consequences to vessels entering the port, an important consideration is the increasingly bad reputation which sundry exasperating delays of such nature are earning for the port. It is all very well for the Ministry for Foreign Affairs to advise the Argentine diplomatic representatives abroad to communicate to the respective Governments in the countries to which they are accredited that all is well in Buenos Ayres. Under existing conditions in and around the port an ordinarily sound knowledge of the principles of navigation is far from being enough. It is a case of knowing by hearsay or bitter experience the difference between official specifications and conditions as they really exist. Buoys have been allowed to drift out of place, and in the Parana one of these is so far out of its proper place that compliance with the regular instructions would simply mean running aground. One may even go so far as to mention the total disappearance of the buoys formerly floating in dangerous waters or the lack of visibility of others for the mere want of a coat of paint. Foreign shipowners have found the port of Buenos Ayres quite sufficiently unprofitable by virtue of labour difficulties alone. And if their exasperation is to be augmented by vexatious delays or worse owing to neglect of the waterways, the name of the local port is likely to fall into even worse odour than that in which it is held to-day.

On view day of sale.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers to the Government.

Hongkong, August 23, 1919

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE GOVERNMENT),

ON

SATURDAY,

August 30, 1919, at 10.30 a.m.,

at their Sales Rooms, No. 8, Des

Venue Road, Corner of

Ice House Street,

A Small consignment of

ADULTS and CHILDREN'S

RAINCOATS,

And

A quantity of

TOILET SOAP.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.

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Terms:—Cash.



## SHIPPING

P. & O.-BRITISH INDIA  
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO  
STRAITS & BURMA, OCEAN, INDIA, PERSIAN GULF,  
AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &  
SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.SAILINGS FOR  
MARSEILLES & LONDON,  
VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leaves Hongkong about	Due Marseilles about	Due London about
"NAGAYA"	8th September	13th October	32nd October
"KHIVA"	13th September	18th November	4th December

FOR  
BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leaves Hongkong about	Due Bombay about
"DUNERA"	7th September	26th September

FOR  
CALCUTTA VIA STRAITS AND RANGOON.

S.S.	Leaves Hongkong about	Due Calcutta about
"ARRATOON APCAR"	2nd Sept.	25th Sept.

FOR  
SHANGHAI, KOBE AND YOKOHAMA.

S.S.	Leaves Hongkong about	Due Shanghai about
"DUNERA"	25th August	Shanghai only.

Wireless on all steamers.  
For PASSAGE RATES, HAND BOOKS, FREIGHTS, &c. apply to—  
MACKINNON, MACKENZIE & CO., Agents.  
25, Des Vaux Road Central, HONGKONG.

OCEAN TRANSPORT CO., LTD.  
(TAIYO KAIUN KAISHA)

FOR NEW YORK.

"WEST WIND" via SUEZ ..... on or about 17th Sept.  
"LOWTHER CASTLE" via PANAMA ..... on or about 22nd Oct.  
For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

## NATAL LINE OF STEAMERS.

(Taking Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transshipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES  
Sailings from Hongkong.)  
For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA  
(SOUTH SEA MAIL S.S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,  
Batavia, Samarang and Sourabaya.

For JAVA PORTS.

For JAPAN PORTS.

BORNEO MARU ..... on 28th Aug.  
HOKUTO MARU ..... on 5th Sept.  
For Freight or Passage apply to DODWELL & CO., LTD., Agents.

## O. S. K.

## OSAKA SHOSHEN KAISHA

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON &amp; ANTWERP—Monthly direct service via Singapore and Port Said.

ALASKA MARU ..... Friday, 28th August.

ALASKA MARU ..... Saturday, 30th September.

SENDAI &amp; BOMBAY—Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

QUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS,  
DURBAN & CAPE TOWN via SINGAPORE.

TACOMA MARU ..... Wednesday, 10th September.

SOMBAI COLOMBO—Regular fortnightly service via Singapore.

BURMA MARU ..... Sunday, 31st August.

SAIGON, BANGKOK, SINGAPORE—Regular monthly service.

SHISEN MARU ..... Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N.Z. and ADELAIDE.

LUZON MARU ..... Beginning of October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA.

Regular fortnightly service touching at intermediate ports in Japan and  
taking cargo to OVERLAND PORTS U.S. in connection with Chicago,  
Milwaukee and St. Paul Railway.

AFRICA MARU ..... Saturday, 23rd August.

CANADA MARU ..... Monday, 1st September.

JAPAN PORTS—

NANKING MARU (Omitting Moji &amp; Yokkaichi) Friday, 22nd August.

SIAM MARU ..... Monday, 25th August.

KEELUNG, TAKAO VIA SWATOW, AMOY.

Trans steamers have excellent accommodation for 1st and 2nd class Saloon  
Passengers and will arrive and depart from the O.S.K. Wharf,  
near the Harbour Office.

For TAKAO VIA SWATOW AND AMOY.

BOHEI MARU ..... Thursday, 28th August, at 9 a.m.

For KEELUNG VIA SWATOW AND AMOY.

KAISO MARU ..... Sunday, 24th August, at 10 a.m.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager,  
No. 1, Queen's Building.

## Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship.

## "VAN WAERWYCK"

will be despatched on the 27th August to:—

SINGAPORE, PENANG and BELAWAN DELI.

This vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Agents.  
Telephone No. 1574.

## SHIPPING

C. N. C.  
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO
SHANGHAI	SWATOW	Aug. 28, Daylight
SWATOW & BANGKOK	LUCHOW	Aug. 28, at 11 a.m.
SHANGHAI	SINKIANG	Aug. 28, at Noon
WEIHAIWEI, CHEFOO & TIENTSIN	HICHOW	Aug. 28, at 3 p.m.
SHANGHAI & TSINGTAO	KWANGSE	Aug. 28, Daylight

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent  
Saloon accommodation, midships. Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai  
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading  
to all European and Northern China Ports. Passengers are landed in Shanghai,  
avoiding the inconvenience of transshipment at Wookang.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Telephone No. 38.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO
SHANGHAI via SWATOW	KWONGSANG	SUNDAY, Aug. 24, Daylight
KOBE	KWANGSANG	TUESDAY, Aug. 26, at 5 p.m.
STRAITS & CALCUTTA	FOOKSANG	WEDNESDAY, Aug. 27, at 3 p.m.
SHANGHAI	CHUENSANG	THURSDAY, Aug. 28, Daylight
MANILA	YUENSANG	FRIDAY, Aug. 28, at 3 p.m.
KOBE	HOPSANG	SATURDAY, Aug. 30, Daylight

CALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta  
via Singapore and Penang.  
Sailing from Calcutta steamers proceed via Straits and Hongkong to Japan,  
occasionally calling at Shanghai.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai,  
sometimes calling at Swatow.  
Steamers on this line have a limited amount of passenger accommodation, and through tickets  
can be obtained for Northern and Yangtze Ports via Shanghai. Through Billading are  
issued to all European and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by good passenger  
accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at  
Haiphong when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having  
up-to-date accommodation for passengers.

Cargo takes on through Bills of Lading for Medan, Jesselton, Ipoh, Tawau and  
Labud.

TSINGTAO LINE—A regular service is run from March to October between Hongkong and  
Tsingtao, calling at Weihaiwei and Chefoo.

On the Straits Government Passenger Regulations. All European Passengers, leaving the Colony  
for Straits Settlements, are required to produce a valid arrival at destination passport with their  
Photographs and description added thereto.

For Freight or Passage, apply to

The General Managers

JARDINE, MATHESON &amp; Co., Ltd.

Telephone No. 216.

Tel. No. 216.

Tel. No. 216.

Tel. No. 216.

Tel. No. 216.

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## SHIPPING

## C. P. O.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji)-Kobe &amp; Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

STEAMERS	FROM HONGKONG	TO VANCOUVER
Empress of Russia	Sept. 4	Sept. 23
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 15	Nov. 8
Monteagle	Oct. 23	Nov. 17
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

"Owing to Japanese Quarantine Regulations "Monteagle"  
14th August, "Empress of Japan," 20th August, and "Empress of  
Russia," 24th September will not call at Shanghai."

CANADA'S NEW TRAIN DE LIX  
"THE TRANS-CANADA LIMITED"  
Vancouver to Montreal \$3.15 hours.

For particulars regarding pas-  
sage rates, sailings and reser-  
vation of accommodation, also  
insurance of cargo and passengers  
liability, apply to—  
P. D. SUTHERLAND,  
General Agent, Passenger Dept.  
Phone 100.

HONGKONG.

CANADIAN PACIFIC

OCEAN SERVICES

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good  
accommodation for First Class Passengers, Electric Light and Fans in State-rooms  
and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW  
AND RETURN.  
(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LAYING.  
HONGKONG ..... Capt. J. W. Evans ..... SUNDAY, 24th August at Noon.  
QUINNEBAUG ..... Capt. Medina ..... WEDNESDAY, 17th August at 1 p.m.  
HAIKIAN ..... Capt. A. E. Stewart ..... FRIDAY, 25th August at 1 p.m.

SWATOW.  
Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For FREIGHT and PASSAGE apply to—  
DOUGLAS LAFAIR & Co.  
General Managers.

CHINA MAIL S.S. CO., LTD.  
FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons) "NILE" (11,000 tons) "OHINA" (10,200 tons).

SAILINGS FROM HONGKONG FOR  
SAN FRANCISCO  
VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" "NILE" "OHINA"  
October 1st, 1916. September 11th, 1916.

AN UNBROKEN HIGH CLASS  
PASSENGER SERVICE.  
O. H. RITZER, Freight and Passenger Agent,  
Pine's Buildings, Lee House Street, Tel. 1334.

INDIAN AFRICAN LINE.  
Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILING  
FROM HONGKONG Connecting with FROM COLOMBO:  
EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.  
Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and  
CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight  
Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—  
THE BANK LINE, LTD.  
SHEWAN TOMES & CO. LTD.

"ELLERMAN" LINE.  
(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS  
TO  
UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE  
REQUESTED TO APPROACH THE UNDERSIGNED.

For  
Subject to change without notice.  
THE BANK LINE, LTD.  
General Agents.

PACIFIC MAIL STEAMSHIP CO.  
OPERATORS FOR  
THE U.S. SHIPPING BOARD  
will despatch the  
S.S. "WESTCONOB,"  
For SAN FRANCISCO, via KEELUNG and SHANGHAI  
On August 25, 1916, at Noon.  
PACIFIC MAIL STEAMSHIP CO.

## THE SHIPPING SITUATION.

Shippers in China are puzzled to  
account for the fact that, though the  
war is at an end, they can only book  
space for about one-third of the  
cargo they wish to send to Europe  
or America, while freights, which, at  
the time of the armistice, fell rapidly,  
are again rising to a point that  
approximates the war level.

Passenger bookings also are far in  
excess of the berths available, not  
because there is an unusually large  
number of passengers moving, but  
because of the restricted number of  
sailings. This is quite independent  
of such interruptions of service as  
has been occasioned by the recent  
requisitioning of the two C.P.O. S.  
s.s. "Monteagle" and "Empress of  
Japan" for both vessels had been  
fully booked up and the passengers  
thus turned from the ships will be  
added to those seeking in vain for  
accommodation elsewhere.

It is, however, in the matter of  
cargo that the shortage of bottoms  
is most serious and neither the local  
agents, the companies nor the British  
Government itself appears to know  
the reason of the shortage. In the  
House of Commons we are told that  
all control over shipping has been  
relaxed, the Ministry of Shipping dis-  
banded and, except for a few thousand  
tons chartered for the conveyance of  
troops, all shipping is now back in  
trade. Building also is reported to  
have gone on apace; it was an-  
nounced that, from the conclusion of  
the armistice, naval construction had  
been practically stopped. In Great  
Britain and all efforts directed to mer-  
cantile construction while the United  
States has been turning out tonnage  
at a tremendous rate, followed closely  
by Japan.

At the commencement of May it  
was estimated that the tonnage under  
construction in the whole world was  
7,796,000 tons of which 2,255,000  
tons was being built in Britain,  
4,185,000 tons in the United States  
and the remainder in the yards of  
the smaller shipbuilding countries of  
which Japan heads the list with  
255,000 tons.

A great deal of this tonnage was  
nearing completion and has since  
been placed in trade and it has been  
announced that at least 6,700,000  
tons of shipping has been placed on  
the ocean routes of the world since  
March 31. Yet the supply of ton-  
nage is shorter to-day than was the  
case six months ago and, so far as  
Shanghai is concerned, all space  
available to Europe and America is  
fully booked up and a large amount  
of cargo cannot be moved for want  
of bottoms.

Although the cargo steamship com-  
panies appear to have resumed their  
full services, or at any rate three-  
quarters of their former complements,  
there appears throughout the world  
to be a serious diminution in the  
number of "outside" steamers, com-  
monly known as "tramps," and this  
may in part account for the serious  
lack of tonnage that is being felt  
throughout the world.

The cargo-line companies were  
in a position, on their ships being  
handed back to them, to replace  
them rapidly on the trades from  
which they had previously been  
withdrawn having, as they had done,  
maintained their organizations at  
home and abroad in readiness for the  
resumption of trade. The "tramps,"  
on the other hand having lost  
such connections as had been  
made, have found themselves at a  
loose end and the stories of numbers  
of ships lying idle in the Tyne, Clyde  
and other centres, held there by one  
delay after another, a strike of  
dockers, repairs or what not—  
may in part explain the mysterious  
shortage of shipping at a time when  
the trade should be again in full  
swing.

The "tramp" which, before the  
war, formed no less than 70 per cent.  
of the total of British ocean  
shipping has, owing to the uncertainty  
of the future, not yet been placed in  
full employment and, until she has  
been, the strain thrown upon the  
steamship companies which form the  
conferences, will be more than they  
can carry. Shipping and Engineering.

You Cannot Expect  
To Have a Clear  
Complexion

By Constantly Massaging It With  
So-called Skin Foods or Creams,  
Often Rancid or Gummy.

Substitute Cuticura.

Contrast the purity, fragrance, com-  
fort and convenience of these super-  
ior "soaps" with "toilet" soaps  
so common, expensive and  
A bath with Cuticura Soap and Hot  
Water or Oiling and rubbing thoroughly  
throughout the body, especially the  
face, neck, arms, and legs, is a healthy  
plan. It keeps the pores open, reduces or  
prevents the growth of the skin with  
the Cuticura, and let it remain five  
minutes before rinsing off. Rubbing  
gently, or more effective for  
dry skin and hair, than Cuticura.

Cuticura Soap is sold everywhere.  
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MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.  
SAILINGS FOR

## MARSEILLES AND LONDON

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
NAGAYA	8th September	13th October	22nd October
KEIVA	23rd October	28th November	4th December

## BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
DUNERA	7th Sept.	26th Sept.

## CALCUTTA via STRAITS and RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
DUNERA	7th Sept.	26th Sept.

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Shanghai only.
DUNERA	25th August	

Tickets Interchangeable.  
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.  
Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Madras in lieu of the section of P. & O. Ticket Singapore to Colombo. WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
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Steamers and sailing dates are liable to be altered without notice.

**NOTICE TO CONSIGNEES**  
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
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(Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.)

**KASHIMA MARU** (Omitting Keelung) Saturday, 23rd August, at 11 a.m. & Shanghai

**FUSHIMI MARU** (Omitting Manila) Friday, 19th September, at 11 a.m.

**LONDON & ANTWERP** via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

**INABA MARU** ... Saturday, 23rd August, at 9 a.m.

**KAMO MARU** ... Friday, 6th September, at Noon.

**MELBOURNE & SYDNEY** via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

**AKI MARU** ... Saturday, 23rd August, at 10 a.m.

**TANGO MARU** ... Wednesday, 24th September, at 11 a.m.

**NEW YORK & HAVANA** via Kobe, Yokohama, Yokohama, San Francisco, Panama & Colon.

**SOUTH AMERICAN PORTS** via Cape.

**BOMBAY & COLOMBO** via Singapore.

**KOSOKU MARU** ... Wednesday, 3rd September.

**BWAR-WU** ... Middle of September.

**CALCUTTA & RANGOON** via Singapore & Penang.

**YETOROFU MARU** ... Saturday, 6th September.

**HEINAN MARU** ... Monday, 8th September.

**JAPAN PORTS—Nagasaki, Kobe & Yokohama.**

**TANGO MARU** ... Sunday, 24th August, at 9 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**

**BOMBAY MARU** ... Sunday, 24th August.

**SHIDZUOKA MARU** ... Thursday, 4th September, at 11 a.m.

**KAGA MARU** ... Thursday, 18th September, at 11 a.m.

**EXTRA SERVICES** (Marseilles, Liverpool, Antwerp, etc.)

**TAJIMA MARU** (Marseilles & Liverpool) ... Saturday, 23rd August, at 11 a.m.

**WAKASA MARU** (London & Antwerp) ... End of September.

**TSUYAMA MARU** (Marseilles & Liverpool) ... End of September.

For further information apply to—

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H. YABOTA, Manager.

Telephone Nos. 292 & 293.

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Business furnished on application.  
WONG-PIE-WA, Manager.  
Hongkong, April 1, 1919.

## VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Forde Maru	Toyo Kisen Kaisha	On 28th August.
San Francisco via Shanghai, Japan, &c.	Korea Maru	Toyo Kisen Kaisha	On 10th Sept., at 8 a.m.
San Francisco via Shanghai, Japan, &c.	Venezuela	Pacific Mail S.S. Co.	On 10th Sept., at 8 a.m.
San Francisco via Shanghai, Japan, &c.	London	China Mail S.S. Co., Ltd.	On 10th Sept., at 10 a.m.
San Francisco via Shanghai, Japan, &c.	Nile	China Mail S.S. Co., Ltd.	On 10th Sept., at 10 a.m.
San Francisco via Shanghai, Japan, &c.	Western Knight	The Admiral Line	On 1st October.
Seattle, Tacoma, Victoria & Vancouver.	Osaka Shosen Kaisha	Osaka Shosen Kaisha	About 31st August.
Victoria B.C. & Seattle via Shanghai, &c.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 31st Aug., at 11 a.m.
Vancouver via Shanghai, Japan, &c.	Empress of Russia	Canadian O.S. Co.	On 4th September.
Vancouver via Shanghai, Japan, &c.	Empress of Asia	Canadian O.S. Co.	On 2nd October.
Kobe	Kwansang	Jardine, Matheson & Co., Ltd.	On 26th Aug., at 5 p.m.
Australian Ports via Manila	Tango Maru	Nippon Yusen Kaisha	On 24th Sept., at 11 a.m.
Australian Ports via Japan	Anyo Maru	Toyo Kisen Kaisha	On 1st Sept.
Australian Ports	Eastern	The Admiral Line	About 8th October.
Portland	Coast	Jardine, Matheson & Co., Ltd.	On 23rd Aug., at 11 a.m.
Nagasaki, Kobe & Yokohama	Dunera	P. & O. S. N. Co.	On 25th August.
Shanghai, Kobe & Yokohama	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Shanghai	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Straits & Calcutta	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Singapore, Penang & Belawan-Deli	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Taken via Swatow & Amoy	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Keelung via Swatow & Amoy	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Manila	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Japan	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Bombay & Colombo	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
London and Antwerp	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
London via Suez, Port Said & Cebu	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.
Mauritius, Delagoa Bay, Durban	Swansea	Gibb, Livingston & Co.	On 24th Aug., at 10 a.m.

# Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

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**NANYO MARU No. 2**  
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REFRESHING AND INVIGORATING.

IT IS VERY BENEFICIAL IN ALL CASES OF

Biliousness, Sick Headache, Constipation, Errors in Diet—Eating or Drinking, Thirst, Giddiness, Rheumatic or Gouty Poison, Feverish Cold, with High Temperature and Quick Pulse, and Feverish Conditions generally. It is everything you could wish as a simple and Natural Health-giving Agent.

Prepared only by  
**J. C. ENO, Ltd., 'Fruit Salt' Works, London, England**

SOLD BY CHEMISTS AND STORES EVERYWHERE.

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

"PERSIA" MARU.

STEAMER ARRIVED FROM

SAN FRANCISCO, HONOLULU,

JAPAN PORTS, Thursday

August 21.

Consignees of cargo are hereby notified

to present their bills of lading for counter-

signature, and take immediate delivery

from alongside steamer or the Company's

godown, where all cargo impeding im-

mediate discharge will be landed at

consignee's risk.

Storage will be assessed on

cargo remaining undelivered after

August 27.

All broken, chafed and damaged pack-

ages will be landed into the Company's

godown, where same will be examined on

Friday, August 29, at 10 a.m.

No claims will be recognized after the

goods have left the steamer or godown, and

none will be entertained if presented

later than three weeks after arrival

of steamer.

No Fire Insurance whatever will be

afforded.

T. DAIGO,

Manager.

Hongkong, August 21, 1919.

## NOTICES.

**KEATING'S WORM TABLETS.**  
A most valuable medicine for the treatment of all cases of intestinal worms, whether in children or adults. It is perfectly safe and reliable, and is sold in bottles by all Druggists.

**MARTIN'S ANIO-STEEL ANGIO-STEEL PILLS.**  
A most valuable medicine for the treatment of all cases of indigestion, whether in children or adults. It is perfectly safe and reliable, and is sold in bottles by all Druggists.

## P. & O. S. N. Co.

STEAM FOR  
STRAITS, COLOMBO, BOMBAY,  
EGYPT, MEDITERRANEAN PORTS,  
AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer Dunera carrying His Majesty's Mails will be despatched from this port on or about 7th September taking cargo for the above ports. Passengers' accommodation in the connecting vessel if available secured before departure from Hongkong. Silk and Valuable cargo for Italy, France and London (under arrangements) will be conveyed in this steamer proceeding via Bombay and there transhipped to the oncoming steamer for Marseilles and London. Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. apply to  
**MACKINNON, MACKENZIE & CO.,**  
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13 & 15 COMMERCE ROAD CENTRAL, HONGKONG.

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14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

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The Sunshine Belt

The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "VENEZUELA" ... WEDNESDAY, Sept. 10th.

S.S. "ECUADOR" ... WEDNESDAY, Oct. 8th.

S.S. "COLOMBIA" ... WEDNESDAY, Nov. 8th.

These Steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS and large comfortable Staterooms (All single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the cuisine and the attendance on passengers cannot be surpassed.

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For further information, rates, literature, schedules etc., apply to—

COMPANY'S OFFICE in Alexandra Buildings, Chater Road.

TELEPHONE 141.

## HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings—S.S. "SUI TAI" to Macao daily at 8 a.m. (Sundays 9 a.m.)

S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays excepted)

S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 4 p.m.)

S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays excepted)

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Theos. Cook & Son, Booking Agents, Hongkong.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer: "EASTERN" For: Melbourne, via Queensland Ports. Date of Arrival: 28th Aug. Date of Departure: 3rd Sept.

The above steam







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*What's costs in money, time, worry and anxiety, if wife, children or husband break down in health?*

*Big medical fees and possibly passage monies, hotel expenses, leaving your business in other hands. A thundering heavy bill to foot, to say nothing of the lessened vitality.*

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*We live in a motoring age. Motoring is a most healthful and enjoyable mode of recreation. The man who can afford a car and does not buy one in robbing himself of one of the best things of life. If he has a family his omission is worse.*

*You don't want any highly coloured statements about our cars. The Dragon Motor Car Company keeps the best kind, in the best garages.*

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*You don't need a garage. We store and clean your car.*

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HUDSON SUPER SIX - \$4,500  
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Prices of Second-hand Motor Cars,  
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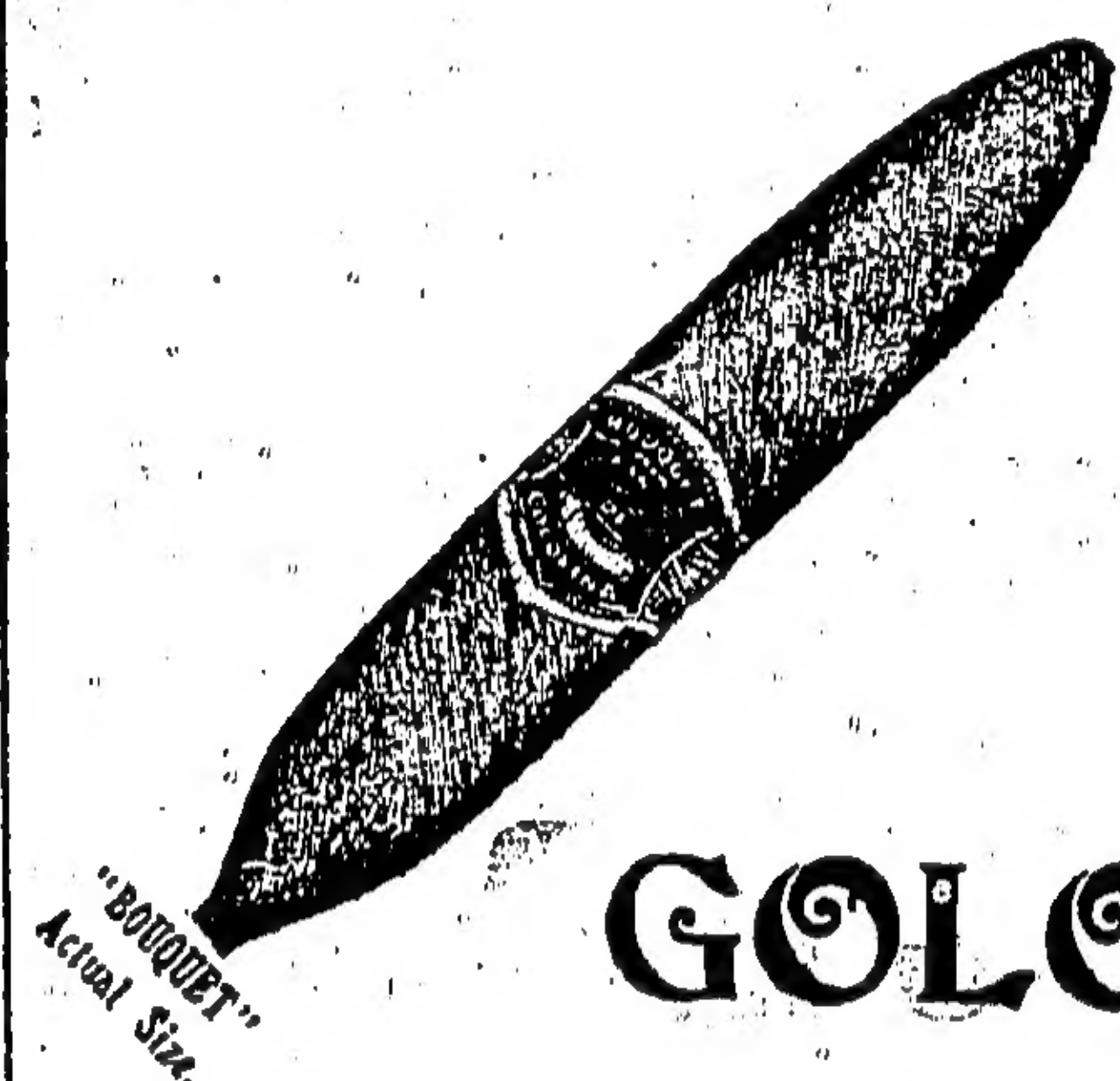


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